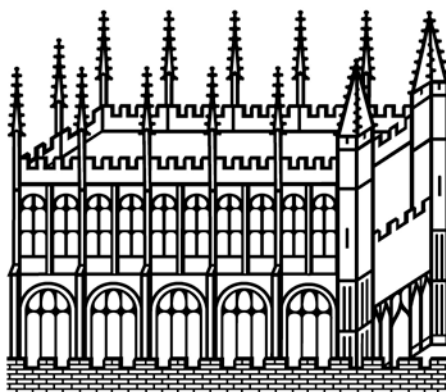




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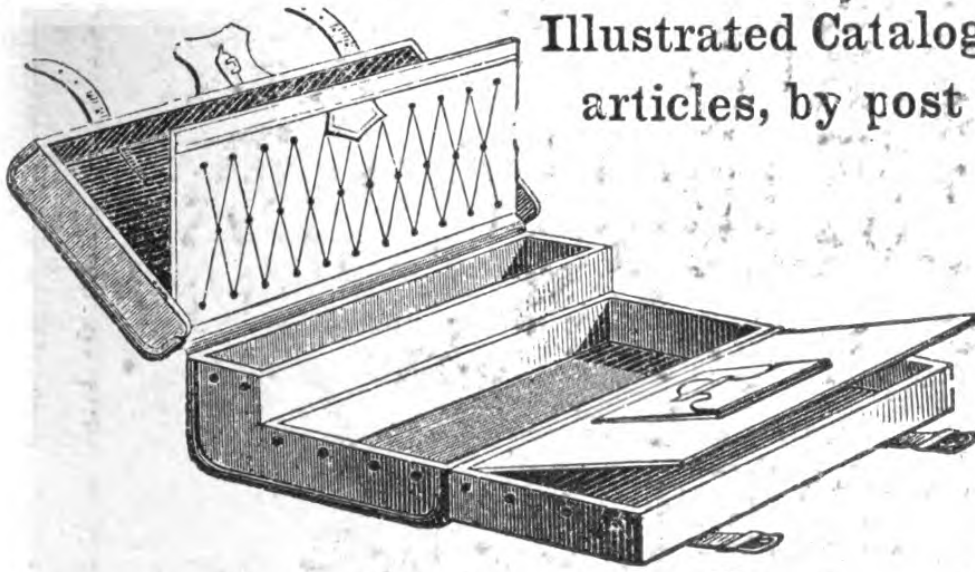


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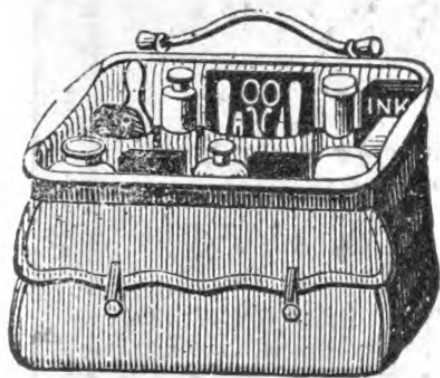
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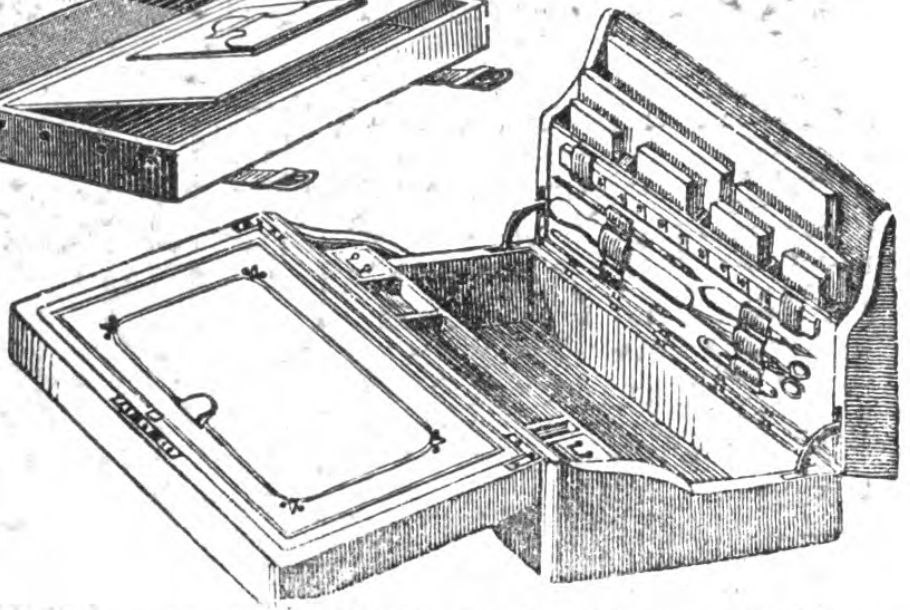
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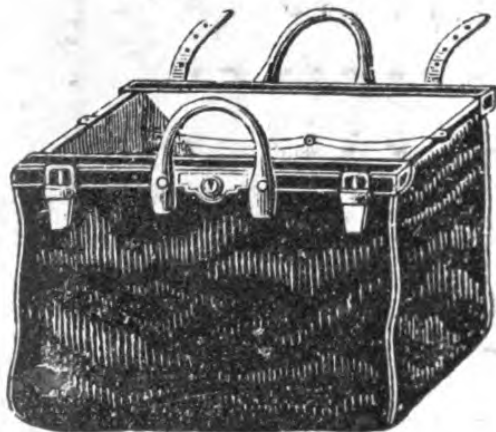
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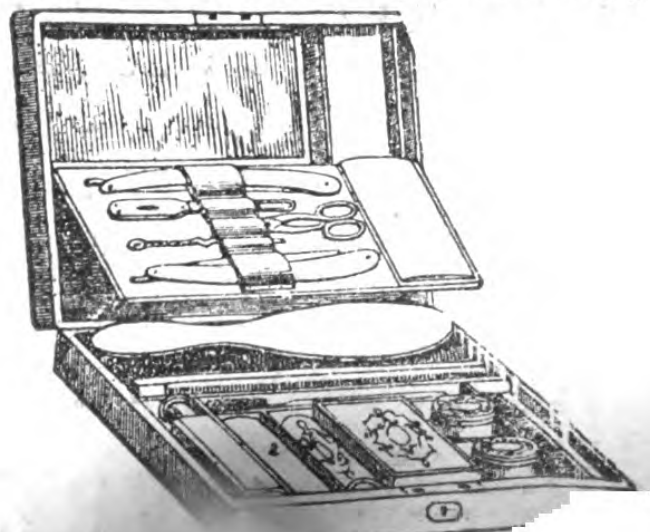
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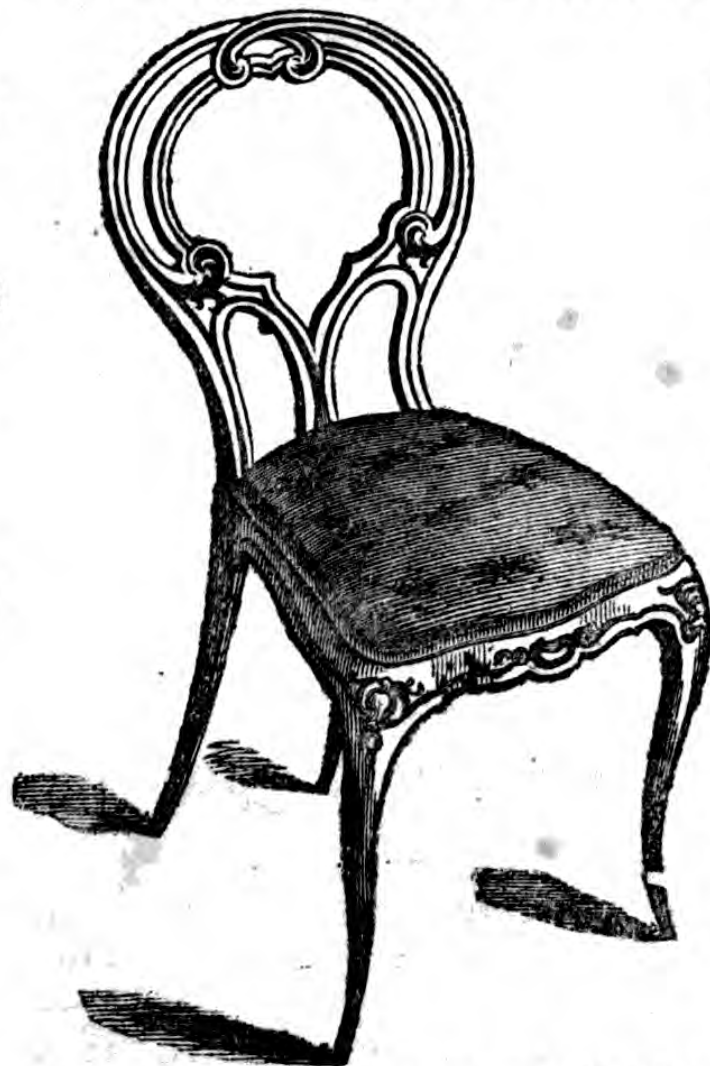
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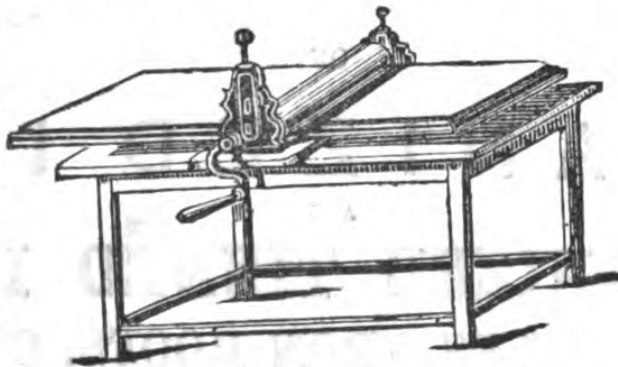
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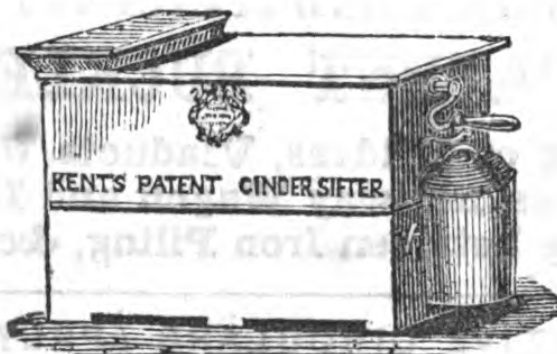
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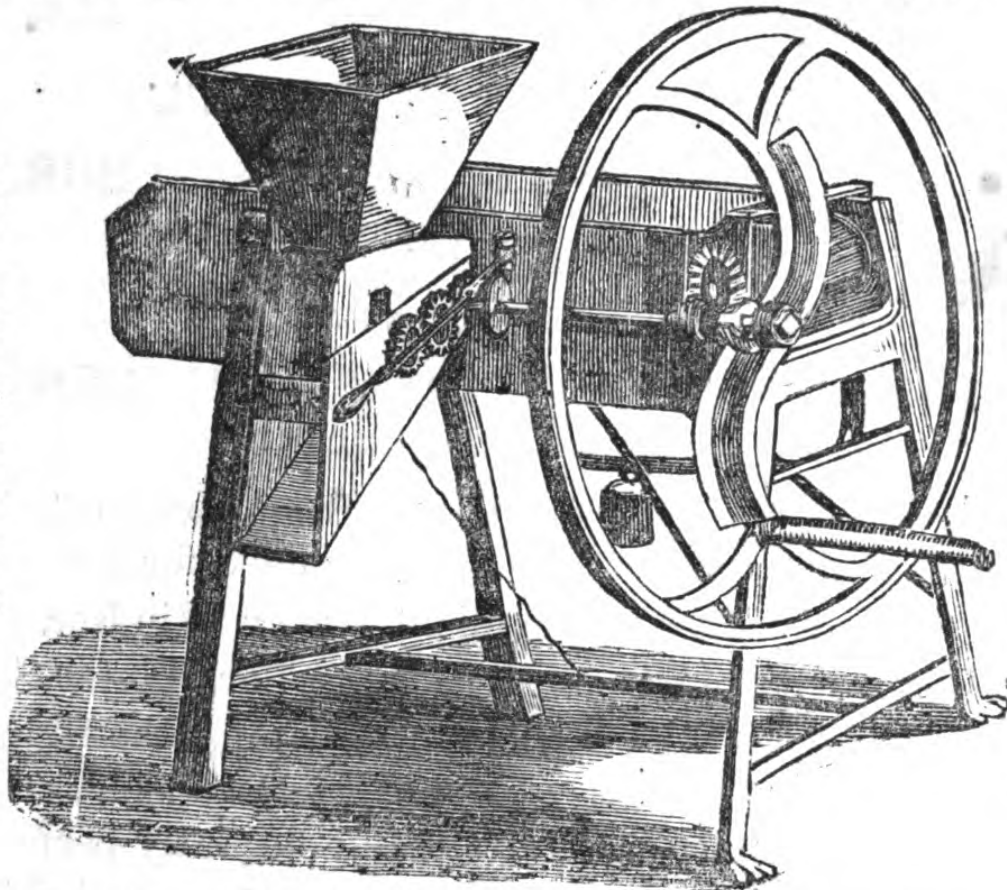
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Names of Newspapers.	1851.	1852.	1853.	1854.	1855.
FORTNIGHTLY.					
HOME NEWS.....	75,000	98,700	108,550	131,000	177,000
*Atlas	80,250	73,852	76,500	83,250	84,000
London Mail	...	...	18,500	13,500	12,000
Indian News	34,500	36,250	35,000	35,000	34,000
Allen's Indian Mail	24,107	25,500	27,439	27,000	27,000
WEEKLY.					
United Service Gazette	81,050	92,700	92,568	106,086	99,538
Civil Service Gazette	...	3,000	59,250	83,000	77,560
Naval and Military Gazette	69,650	70,325	64,781	73,075	64,100
Australian Gazette	14,800	32,500	73,750	47,200	31,700
British Army Despatch	34,275	29,200	24,450	23,500	19,000

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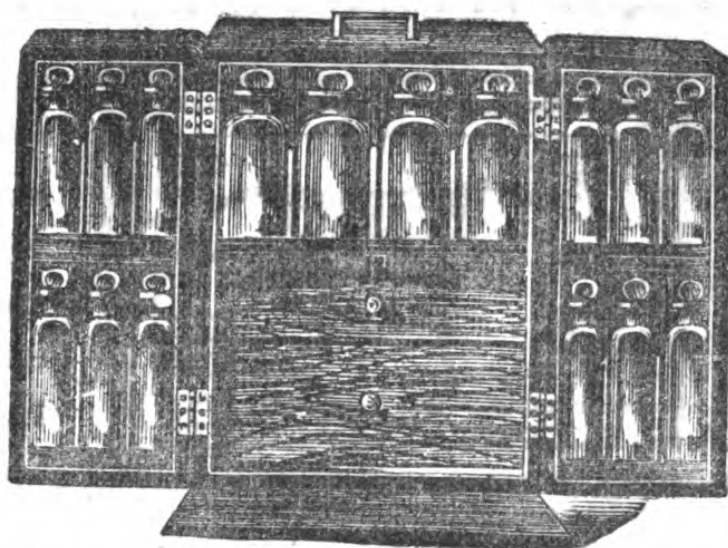
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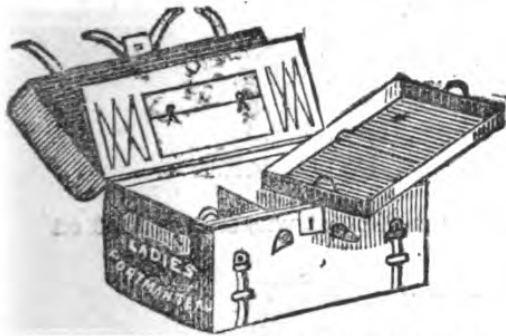
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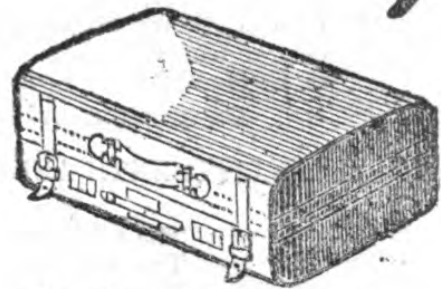
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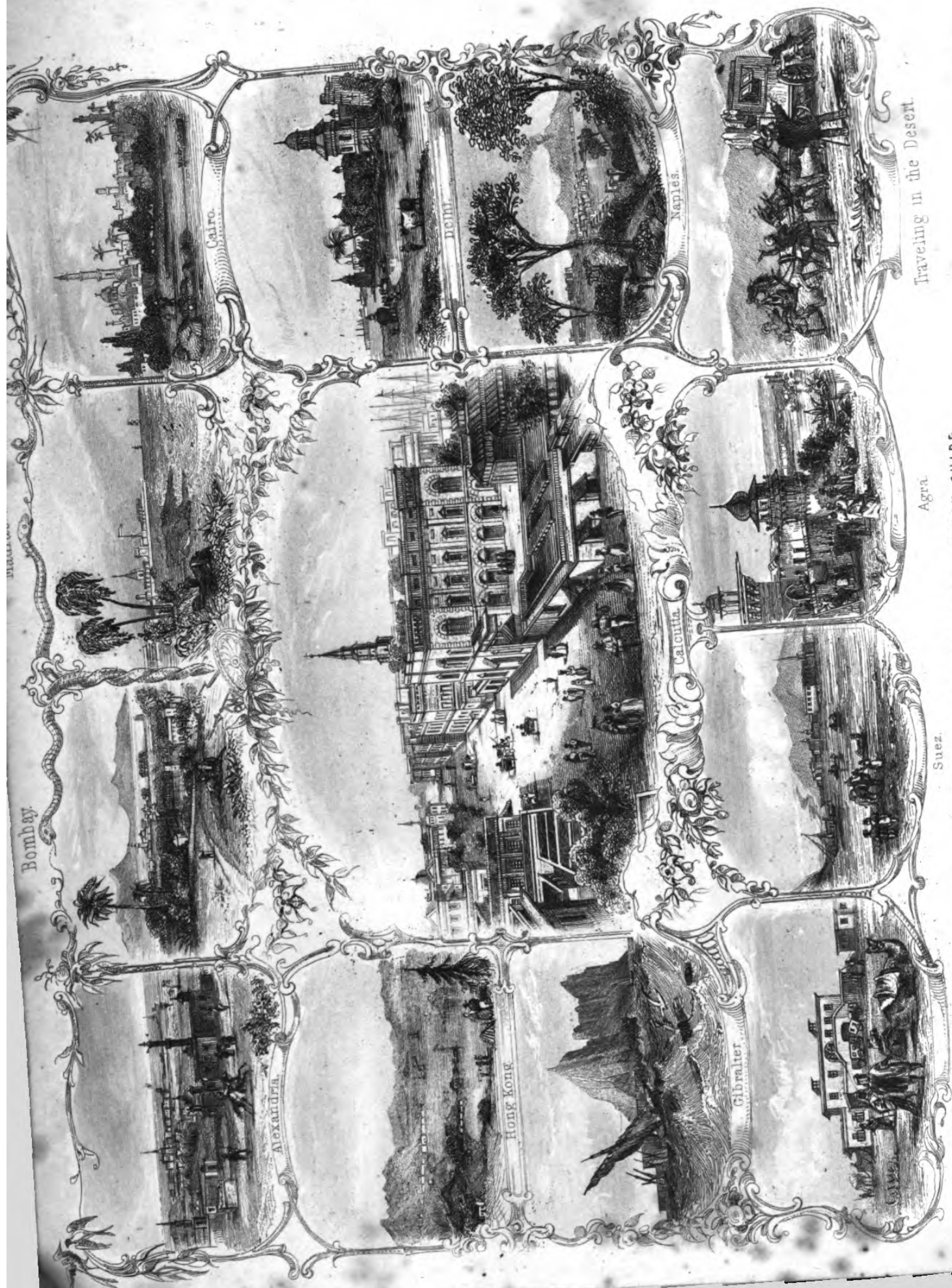
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P R E F A C E .

THE improvements that have taken place in the Overland communication with India, within these few years—the opening of the Egyptian and Indian Railways and Telegraphs, together with the competition of candidates for the Indian Civil Service, have rendered a *Through Route Overland Guide*, an indispensable necessary to Travellers to and from all parts of Great Britain and the Indian Empire. This Hand Book contains a series of valuable long *Through Route Tables*, showing at a *coup d'œil* how to reach that vast territory, the arrivals and departures of Railways, Steam Packets, and every description of conveyance throughout all the routes, the cost of such, including every expense, both travelling and incidental, currency in use, first-class hotels, time tables, and telegraph rates, of *all* the railways, description of the most remarkable objects at and in the vicinity of all the stations, priced list of outfits, most carefully compiled, combining the articles required for both sexes, and selected with a due regard to the necessities of the climate and *position* of travellers, also the addresses of the principal establishments at which such can be procured. Post Office regulations, a well selected list of Works, to enable travellers to render themselves perfectly *au fait* with the manners, customs, and history of the scenes visited. From these slight details, our readers will be able to appreciate the value of this OVERLAND BRADSHAW, as a companion, not only to travellers, but also to the future Indian Government officials. Much has been written about the Honourable East India Company's servants of all grades becoming involved in debt soon after entering on the duties of their respective appointments, but, strange to add, no *practical* information has yet been published to guide the inexperienced “Griffins,” as novices in Indian life are termed, on their début in the Land of Veda. The publishers of this *brochure* have, therefore, considered it their duty to supply this desideratum, and to minutely and fully explain *in detail* how such a state of things may be avoided, and to lay down a system of domestic economy applicable to Indian habits and customs, which will protect the future servants of the Indian services from imposition, and which, if strictly enforced and carried out, will enable them not only to maintain an honourable and independent position in society, but command the respect of the natives during the entire period of their sojourn in the British Indian Empire.

LONDON, MARCH, 1858.

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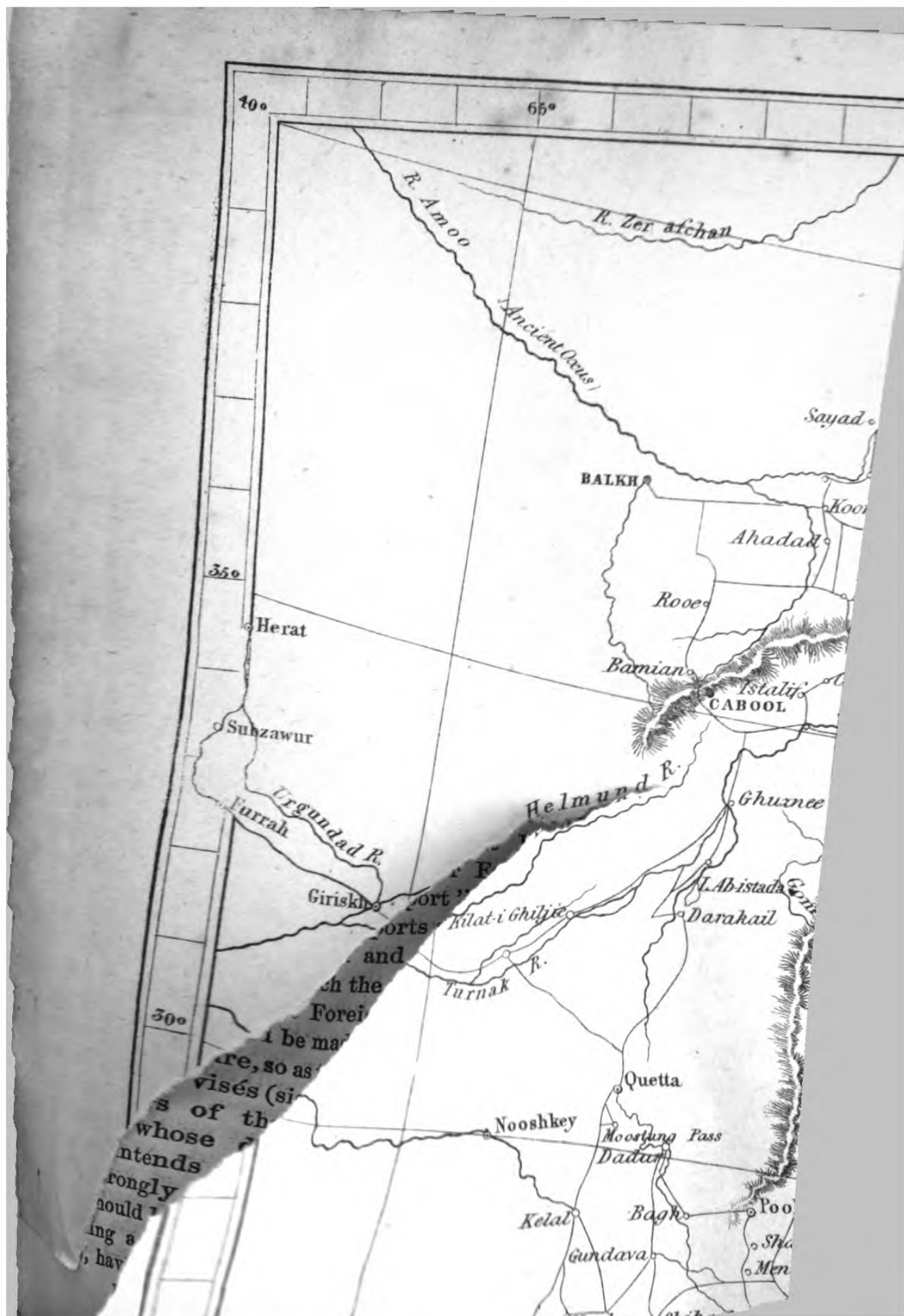
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BRADSHAW'S

RAILWAY, &c.,

THROUGH ROUTE AND OVERLAND GUIDE TO INDIA, EGYPT, AND CHINA.



PASSPORT.

To obviate all delay and annoyance, the Overland traveller must provide himself with a Foreign Office Passport, which can be obtained at Downing Street, Westminster. Fee, 6s. It is necessary that the party applying for that document should be known or recommended to the Secretary of State for Foreign Affairs, or through the recommendation of a Banker or Banking establishment in any part of the United Kingdom, or that of a *Mayor of a Corporate Town, a Magistrate, or Justice of the Peace*. Applications must be made in writing, and addressed to Her Majesty's Secretary of State for Foreign Affairs, with the word "Passport" written upon the cover. The Passports are granted between the hours of 11 and 4 on the day following that on which the application has been received at the Foreign Office. Such application should be made at least six days prior to departure, so as to enable the traveller to obtain the visés (signatures of the foreign ambassadors of those continental powers through whose dominions the Overland tourist intends to pass *en route* to India). It is strongly recommended that the passport should be bound in a small book (resembling a pocket-book in size and thickness), having a few blank leaves annexed,

so as to enable the ambassadors, &c., to affix their visés, the whole arrangement of which will be undertaken by Mr. W. J. Adams, 59, Fleet-street, if travellers apply, either personally or by letter, stating the route they intend taking, by which both trouble and delay will be obviated. Should the traveller be residing in Scotland, he can obtain a passport at the Lord Provost's office, City Chambers, Edinburgh; and, if at any of the provincial towns, such may be procured from the Foreign Ministers in London, through the application of the Mayor or local magistrate of the place where he may be residing. For detailed information respecting passports and visés, see *Bradshaw's Continental Guide*.

PRINCIPAL FOREIGN PASSPORT OFFICES IN LONDON,

WHERE FOREIGN OFFICE PASSPORTS ARE TO
BE VISED.

Austrian Legation, Chandos House, Cavendish-square.

Baden Consulate, 1, Riches Court, Lime-street, City.

Bavarian Legation, 3, Hill-st., Berkeley-sq.

Belgian Consulate, 52, Gracechurch-street, City.

French Consulate, 36, King William-street, City.

Portuguese Consulate, 5, Jeffery's-square, City.

Russian Consulate, 2, Winchester-buildings, City.

Sicilian Legation, 16, Park-lane, and 15, Cambridge-street, Edgeware Road.

Spanish Legation, Portland Place.

Turkish Embassy, 1, Bryanston-square.

Sardinian Consulate, 31, Old Jewry.

Prussian and Rhine 106, Fenchurch-street.

Hanseatic Consul, 65, Fenchurch-street.

Hanover Embassy, 44, Grosvenor-place.

Swiss Consulate, 21, Old Broad-street, City.

Saxony, Saxon Embassy, 3, Hobart-place. Eaton-square.

Wurtemberg Consulate, 106, Fenchurch-street, City.

It is requisite that the bearer of every passport granted by the Foreign Office should sign his passport before he sends it to be viséd at any Foreign Mission or Consulate in England; without such signature either the visa may be refused, or the validity of the passport questioned abroad. And travellers who may have any intention of visiting the Austrian States at any time in the course of their travels on the continent, are particularly and earnestly advised not to quit England without having their passports viséd at the Austrian Mission in London; but there is no necessity for the visa to a Foreign Office passport of either the Prussian or Sardinian authorities in the United Kingdom. Travellers are also informed that they will not be allowed to enter the territory of the Empire unless they are bearers of passports delivered by the authorities of the country to which they belong, and bearing the visa of a French diplomatic or consular agent. The French visa must be renewed for every journey into France. All applications to the foreign

missions must be made from 12 to 2, daily, except Sundays, and most of them require fees, varying from 3s. 6d. each.

VICES REQUIRED BY THE OVERLAND TRAVELLER.

Route 1 requires no visés.

Route 2 that of the French authorities.

Route 3 French ditto.

Route 4 no visés.

Route 5 those of the French and Austrian authorities.

Route 6 those of the Austrian, Belgian, Swiss, and Baden authorities.

Route 7 those of the Austrian, Belgian, and Swiss authorities.

Route 8 those of the Austrian, Belgian, Baden, and Wurtemberg authorities.

Route 9 those of the Austrian, Belgian, Bavarian and Wurtemberg authorities.

Route 10 those of the Austrian, Belgian, and Bavarian authorities.

Route 11 those of the Austrian.

Route 12 that of the Austrian authorities.

Route 13 that of the French authorities.

Route 14 those of the French, Austrian and Belgian authorities.

Routes 15 and 16, that of the French authorities,

Route 17, that of the Dutch authorities.

Homeward bound travellers are particularly cautioned that before their embarkation from India, China, or Egypt, they *must* procure, if they intend to land at any French port, an English passport, viséd by the French Consul, as they will not be permitted, according to the new Passport Regulations, to land in France *without* such. If they have omitted to, or cannot, obtain that document in India they must procure it from the British Consuls at Alexandria or Cairo, and have it viséd by the French Consuls there. These precautions are *indispensably* necessary.

LUGGAGE.

The Overland Traveller should not encumber himself with more baggage than is actually necessary, and should confine the size and weight of his packages as nearly as possible to the regulations issued by the Egyptian Transit Administration.

Assuming the Passenger embarks at Southampton, it will be desirable to pack such articles as are required for immediate use, together with a week or 10 days' supply of linen, &c., in one of the travelling bags allowed by the Peninsular and Oriental Company in their cabins, and to reserve that bag to take on board with him at Southampton.

The remainder of the outfit should be packed in the Regulation Trunks, or air-tight cases, not exceeding 80lbs. in weight, nor measuring more than—length, 3ft.; breadth, 1ft. 3in.; depth, 1ft. 2in. All the packages should be well secured, and have the traveller's name and place of destination distinctly painted thereon. These remarks are equally applicable to the homeward bound journey, when Camphor Wood Boxes should be used. It should be shipped at Southampton three days prior to the sailing of the steamer, or sent to the Peninsular and Oriental Company's parcel office on the 1st and 17th of every month, at No. 122, Leadenhall-street, London; insurances should be effected thereon, and the freight throughout must be paid. An arrangement should be entered into with the Peninsular and Oriental Company as regards such, if the baggage be *considerable*, and that must be attended to on the 30th and 15th of every month, and before 12 a.m. on those days. If the traveller is homeward bound he can make arrangements at Alexandria, or at his port of embarkation, with the Peninsular and Oriental Company's agent for the transmission of his baggage to England. The charge (provided the traveller embarks on board

the Peninsular and Oriental steamers at Suez or Aden) is:—

For every excess over 3 cwt., 34s. per cwt., transit through Egypt included.

For the regulated allowance of 3 cwt., 24s. per cwt., transit through Egypt included.

For every excess over 3 cwt., between Suez and India, 40s. per cwt., transit through Egypt included.

For every excess over 3 cwt., between Southampton and Alexandria, and *vice versa*, 20s. per cwt.

The regulated allowance is, each passenger, 3 cwt., and servants 1½ cwt.

TRAVELLING COSTUME FOR GENTLEMEN.

The most comfortable dress that can be worn on this route is a light grey suit, consisting of shooting coat, vest (to button closely up), and trowsers to match, all of which should be made *loose*, and of thin cassimere cloth. Waterproof overalls, a light coloured reversible coat, pair of Wellington patent leather boots with stout soles, Maud shawl, which can be used as a dressing-gown in the morning, wrapper by day, and coverlet by night, foraging cap, having a white calico cover, well quilted, with a curtain to the back, so that, when put on the cap, it will hang down well over the nape of the neck to protect it from the sun. A plubac (or silk umbrella, covered with white calico, contained in a walking-stick, travelling pouch, with strap to sling across the shoulders, which will hold the traveller's keys, passport, bills, cash in sovereigns (to be placed in substantial leathern purses), small achromatic telescope, pocket-book, containing pens, inkstand, pencil, knife, scissors, sealing wax, sticking plaister, pin-cushion, address cards, paper knife, writing paper, together with a well-filled housewife, and a pair of thread gloves. He should also carry with him a brown veil (to tie over his

head and under his chin when crossing the desert), a bottle of smelling-salts, a flask, bottle and cup (for brandy). A pair of dogskin gloves should be worn on the journey, and green or blue double spectacles must be used after leaving Marseilles or Trieste. These remarks are equally applicable to the homeward bound route, but in that case warm clothing should be worn on leaving Egypt.

KIND OF COIN

ABSOLUTELY NECESSARY FOR THE JOURNEY.

On no account should the Overland traveller take either Circular or Bank of England notes. The former are not only very inconvenient, but are liable to considerable loss in the rate of exchange at every place they are cashed, and on the latter that of a shilling in the pound takes place, and their genuineness is *questioned* abroad at all places beyond Trieste or Marseilles. Nothing but sovereigns (*not* half-sovereigns) are required, and the necessity of being provided with that coin will appear evident when it is stated that

the agents of the Peninsular and Oriental Company require travellers to pay their passage money in sovereigns. The traveller should never attempt to offer his gold to hotel-keepers in payment of their accounts, but enter a money changer's (or Bureau de Change) at the various continental towns or cities he may stop at, and exchange as many pieces as he may require to defray his expenses (and no more), from whom he will always receive the intrinsic current value of that coin. Care must, however, be taken prior to quitting the last continental port (*i. e.* either Marseilles or Trieste) not to carry away any foreign silver coins, for they will be found perfectly useless, as they will not be received at any place during the remainder of the journey except at Alexandria where French money is taken at the Hotels. The same precaution must be observed on the homeward bound voyage. Sovereigns can be purchased in the different Presidencies, in the bazaars generally, at 10 Rupees and 4 Annas each.

VALUE OF SOVEREIGNS

IN THE MONEY OF THE VARIOUS COUNTRIES THROUGH WHICH THE OVERLAND TRAVELLER MAY HAVE OCCASION TO PASS.

AUSTRIA.		BELGIUM.		CEYLON.		FRANCE.		GER-MANY.		SWITZER- LAND.		EGYPT.		INDIA.		ITALY.		PRUSSIA.		HAMBURGH.		HOLLAND.	
Kreutzers.		Florins.		The same as in England.		Cents.		Kreutzers.		Francs.		Paras.		Rupees		Lire.		Florins.		Pfenning.		Cents.	
52		9				5		42		25		20		10		30		19½		16		70	
Florins.		Kreutzers.				25		11		Francs.		97								Shillings.		Guelders.	
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TABLE OF FOREIGN COINS.

HOLLAND	5 Cents = 1 Stiver. 20 Stivers = 1 Florin. 58 Cents = 1s.
HAMBURGH.	16 Shillings = 1 Mark. 13½ Shillings = 1s.
PRUSSIA AND RHINE.	12 Pfennings = 1 Silver Groschen. 30 Silver Groschen = 1 Thaler. 5 Thalers 20 Silver Groschen = 5 Dollars. ¼ Thaler = 10 Silver Groschen. ⅓ Thaler = 5 Silver Groschen. ½ Thaler = 2½ Silver Groschen. 10 Silver Groschen = 1s.
INDIA.	4 Pie = 1 Pice. 3 Pice = 1 Anna. 16 Annas = 1 Rupee. 8 Annas = 1s.
ITALY.	The Coins vary according to the State the Traveller may pass through. 2 Paoli 5 Bajochi = 1s.
EGYPT.	40 Paras = 1 Piastre. 5 Piastres = 1s.
SWITZERLAND.	10 Rappen = 1 Batzen. 10 Batzen = 1 Franc. 8 Batzen 7 Rappens = 1s.
GERMANY.	60 Kreutzers = 1 Florin. 29 Kreutzers = 1s.
FRANCE.	The same as in Belgium.
CEYLON.	The same as in England; but Spanish Dollars, as well as Rupees, are current. 5 Reals = 1s.
BELGIUM AND FRANCE.	5 Centimes = 1 Sou. 20 Centimes = ¼ Franc. 50 Centimes = ½ Franc. 100 Centimes = 1 Franc. 20 Francs = 1 Napoleon. 1 Franc 5 Cents = 1s.
AUSTRIA	60 Kreutzers = 1 Florin. 29 Kreutzers = 1s.

TABLE OF CURRENCY OF THE FOREIGN STATES PASSED THROUGH
EN ROUTE TO AND FROM INDIA.

	Fennings.	Grotes or Pence Flemish.	Sols Lub or Shillings Lub.	Flemish Shillings or Sil. Gro.	Marks.	Rix Dollars.	Ducats Flemish.	£ Flemish.	16 Marks and 12s. or 36s. and 9d. Flemish Banco=£1 sterling.
Hamburgh.	6 12 72 192 576 1152 1440	1 2 12 32 96 192 240	.. 1 6 16 48 96 120	 1 2 $\frac{2}{3}$ 8 16 20	 1 3 6 7 $\frac{1}{2}$	 1 2 2 $\frac{1}{2}$	 1 1 $\frac{1}{2}$	 1	
	Fennings.	Kreutzers.	Batzens.	Florins.	Rix Dollar.				149 Batzen=£1 sterling.
Frankfort, Mannheim, &c.	4 16 240 360	1 4 60 90	.. 1 15 22 $\frac{1}{2}$	 1 1 $\frac{1}{2}$	 1				
	Fennings.	Kreutzers.	Florins or Guilders.	Rix Dollars on Account.	Rix Dollar Specie.				In other parts of Germany 11 florins 12 Kreutzers=£1. 9 Florins and 52 Kreutzers=£1 sterling.
Vienna, Augsburg, &c.	4 240 360 480	1 60 90 120	.. 1 1 $\frac{1}{2}$ 2	 1 1 $\frac{1}{2}$	 1				
	Fennings.	Grotes or Pence.	Stivers.	Shillings Flemish.	Florins or Guilders.	Rix Dollars.	£ Flemish.		11 Guilders and 70 Cents or 38 Shillings=£1 sterling.
Rotterdam.	8 19 96 320 800 1920	1 2 12 40 100 240	.. 1 6 20 50 120	 1 3 $\frac{1}{3}$ 8 $\frac{2}{3}$ 20	 1 2 $\frac{1}{2}$ 6	 1 2 $\frac{2}{3}$	 1		
	Deniers.	Centimes.	Sous.	Decimes.	Livres Old	Livres New	Ecu.	5 Franc Pieces.	25 Francs 5 Centimes= £1 sterling. English coin is now also current in Mauritius.
France, Mauritius, and Switzerland.	24 $\frac{3}{8}$ 12 24 240 243 720 1215	1 4 $\frac{7}{8}$ 10 98 $\frac{2}{3}$ 100 296 $\frac{2}{3}$ 500	.. 1 2 20 20 $\frac{1}{2}$ 60 100 $\frac{1}{2}$	 1 9 $\frac{1}{8}$ 10 29 $\frac{1}{4}$ 50	 1 1 $\frac{1}{8}$ 3 5 $\frac{1}{8}$	 1 2 $\frac{1}{2}$ 5	 1 1 $\frac{1}{2}$	 1	
	Grani.	Carlini.	Tari.	Ducat di Regno.					
Naples.	10 20 100	1 2 10	.. 1 5	 1					604 Grani=£1 sterling.

Spain and Gibraltar.	Maravedis Vellon.	Maravedis of Plate.	Reals.	Piastres	Ducats of Exchange.	Pistole of Exchange.	1 Dollar of Plate, = 35½ Pence sterling.
	11½	1	..	..	..	..	
	64	34	1	..	..	..	
	512	272	8	1	..	..	
	7051½	375	11½	1103	1	..	
2048	1088	32	4	2338	1		

Genoa.	Denari di Lire	Denari di Pezze.	Soldi di Lire	Soldi di Pezze	Lire.	Crowns of Exchange	Pezze.	Gold Crowns.	30 Lires Italiane, = £1 sterling.
	5½	1	..	..	..	..	..	..	
	12	2⅔	1	..	..	..	..	..	
	69	12	5½	1	..	..	..	..	
	240	411⅔	20	311	1	..	..	..	
	1104	192	92	16	4½	1	..	..	
	1380	240	115	20	5½	1½	1	..	
2308	488⅔	234	4016	11715	22½	2115	1		

Leghorn.	Denari di Lire.	Denari di Pezze.	Soldi di Lire.	Soldi di Pezze.	Lire Moneta Runa.	Lire Moneta Buona.	Pezza of 8 Reals.	1 Pezza, = 48½d. sterling (4/0½d.)
	5½	1	..	..	..	..	..	
	12	2⅔	1	..	..	..	..	
	69	12	5½	1	..	..	..	
	230	40	19½	3½	1	..	..	
	240	41	20	311	1½	1	..	
	1380	240	115	20	6	5½	1	

Venice.	Denari Piccoli.	Soldi	Lire Piccoli.	Ducat Corrente.	Ducat Effective.	Centimes 26.30 = £1 sterling.
	12	1	..	..	..	
	240	20	1	..	..	
	1488	124	6½	1	..	
	1920	160	8	1½	1	

Prussia.	Fennings.	Shillings Dantzic.	Groschens.	Florins, or Guilders.	Rix Dollar.	19½ Florins = £1 sterling.
	6	1	..	..	..	
	18	3	1	..	..	
	540	90	30	1	..	
	1620	270	90	3	1	

England.	Farth- ings.	Pence.	3 Penny Pieces.	4 Penny Pieces.	Shillings	Florins.	Half Crowns.	Crowns.	Half Sovergn.	Sove- reign.
	4	1	..	..	..	..	..	..	..	..
	12	3	1	..	..	..	..	..	..	..
	16	4	..	1	..	..	..	..	..	..
	48	12	4	3	1	..	..	..	..	..
	96	24	8	6	2	1	..	..	..	..
	120	30	10	7½	2½	1½	1	..	..	..
	240	60	20	15	5	2½	2	1	..	..
	480	120	40	30	10	5	4	2	1	..
	960	240	80	60	20	10	8	4	2	1

Constanti- nople.	SILVER.				GOLD.				A Sovereign=to 108 to 112 Piastres
	1 Piastre (Ghronch)..... = 2d.				Rubrah=6½d.				
	½ " (Jrim-para) = 1d.				Beschk = 1s. 1½d. or 5 Piastres.				
	4 " (Onlonk) = ½d.				Old Glazi=4s. 0d. " 20 "				
					-----=4s. 2d. " 25 "				
					-----=2s. 0d. " 10 "				
					-----=1s. 0d. " 5 "				

A Sovereign = to
108 to 112 Piastres

Egypt.	Mangars.	Aspers.	Paras.	Piastre or Dollar.	97½ Piastres = £1 sterling.	
	4	1	..	..		
	12	3	1	..		
	480	120	40	1		
Calcutta.	Current Pice.	Current Annas.	Current Rupees.	Sicca Rupee.	1 Sicca Rupee = 1/10d. sterling.	
	12	1	..	..		
	192	6	1	..		
	222½	18½	1½	1		
Madras.	Cash.	Fanams.	Rupees.	Pagoda.	1 Rupee=2s. sterling.	
	80	1	..	..		
	960	12	1	..		
	3360	42	3½	1		
Bombay.	Pies.	Pice.	Anna.	Rupees.	Gold Mohur.	10 Rupees= £1 sterling.
	4	1	..	..	..	
	12	3	1	..	..	
	192	48	16	1	..	
	3082	768	256	16	1	
Canton.	Cash.	Candarives.	Maces.	Taal	1 Taal is = 6/8d.	
	10	1	..	..		
	100	10	1	..		
	1000	100	10	1		
Batavia.	Centimes.	Florin.	11 Florins and 70 Centimes=£1.			
	100	1				
Malta.	Grani.	Tari.	Scudo.	1 Scudo = 11s. 8d.		
	20	1	..			
	240	12	1			

HINTS AS REGARDS THE LUGGAGE OF LADIES TRAVELLING OVERLAND.

Ladies should take with them, on the Overland Route, a black waterproof trunk, about the following dimensions, viz., 2½ feet in length, 1½ feet wide, and 1½ feet high. This should have a division about half way up, one side being wider than the other, and a tray to lift in and out, in

which might be packed about four dresses and two bonnets, in the smaller division; the linen, boots, shoes, &c. in the larger compartment, and the laces, collars, handkerchiefs, and finery in the tray. It should not be made flat at the top, but oval, and ought to have a leathern cover, with the name and destination painted in full thereon, in white letters, and strapped outside. A small bag, which should contain toilet and writing

utensils at the sides—the night-clothes and slippers being placed in the middle will be found imperatively necessary, care being taken not to omit packing up some Eau de Cologne, scented soap, (that most essential article never being supplied at hotels on the continent), and smelling-salts. This bag will be the only article that a lady can possibly manage to carry with her on her journey from Alexandria to Suez, consequently she will act wisely to place inside it, (prior to leaving the steamer at Alexandria), one change of linen only, which must serve her until she reach the steamer at Suez. And on no account should any lady expose herself to the sun, without taking care always to wear a brown veil, and use an umbrella covered with white calico. The use of spectacles, on reaching Malta, should not be neglected, and a well-filled smelling-salts bottle ought to be kept about the person, and the drinking of water avoided. Under no consideration should any lady attempt this journey without providing herself with one of Walter's Travelling Conveniences, for both health and comfort will be considerably enhanced by such precaution.

LIBRARY, OR BOOKS OF REFERENCE.

Any Civilian or European who may be anxious to obtain as much valuable information as possible of the country in which he is going to reside, will do well to add to his outfit a Library, which will contribute much to beguile his weary hours, and enlighten him as to the manners, customs, peculiarities, and origin of the various castes with whom he will hold constant intercourse. It should be packed in a box containing shelves (with four legs on castors to fit on and off it), so that when it reaches India it will form a small bookcase. A selection may be made from the following works, viz.:—

The Wellesley Dispatches.
 Sir Robert Comyn's History of the Western Empire.
 Taylor and Mackenna's History of India, 7s. 6d.
 Elphinstone's ditto, 8vo.
 Thornton's ditto, 6 vols., 8vo.
 Mills's ditto, by Wilson, 9 vols., post 8vo., fifth edition.
 The East India Year Book.
 Gilchrist's General India Guide and Vade Mecum.
 Thornton's East India Gazetteer, 1 vol.
 ——— Chapters of the Modern History of British India.
 Martin's Statistics of the Colonies of the British Empire.
 Hamilton's East India Gazetteer, 2 vols.
 Crauford's History of the Indian Archipelago.
 Galloway's Observations on the Laws and Constitution of India.
 Illustrations of the History and Practices of the Thugs of India.
 Blucker's Memoirs of the Operations of the British Army in India.
 East India Company's Papers respecting the Cultivation and Manufacture of Cotton, Wool, Indigo, and Raw Silk.
 Indian Commissioners' Reports to the House of Commons.
 Herklot's Edition of Shurreef's Customs of the Moosulmans of India.
 Bryce's Sketch of Education in India.
 Royle's Botany of the Himalayan Mountains.
 ——— Productive Resources of India.
 Royle's Essay on the Antiquity of Hindoo Medicine.
 Laurence's Adventures of an Officer in the Service of Runjeet Singh.
 Major Griffith's Journal Overland to India.
 Richardson's ditto ditto.
 Stocqueler's Works on India.

Bishop Heber's Works on India.
 Life of Colonel Skinner
 Lieut. General Outram's Works on India.
 Dr. George Buist's, LL.D., F.G.S. ditto.
 Lieutenant Burton's ditto.
 Lieutenant Burton's Goa.
 Bartlett's Overland Guide.
 — Nile Boat.
 Sir Henry Dalzell's Sketches of India.
 Sir James Brooke's Borneo.
 Simmons' Geography of India.
 Baker's Rifle and Hound in Ceylon.
 The East India Company's Book of Routes
 for the Three Presidencies, only obtainable
 at each Presidency.
 Life in Bombay.
 Macaulay's Essays and Works.
 The Bombay, Madras, and Calcutta Reports
 of the Boards of Education at those Presi-
 dencies, only procurable at each Presidency.
 Anglo-India—Social, Moral, and Political.
 Emma Roberts' Scenes and Characteristics
 of Hindoostan.
 Wilson's Select Specimens of the Theatre of
 the Hindus.
 Captain Osborne's Works on India.
 Lieutenant Wood's ditto.
 Sir Alexander Burnes' ditto.
 Lady Sale's ditto.
 Major Edwardes' ditto.
 Dr. Don's Papers to the Bombay Medical
 and Physical Society.
 Cumming's Travels on the Nile.
 Lieutenant-Col. Sleeman's Works on India.
 A Lady's Visit Round the World.
 Clune's Book of Indian Roads, obtainable at
 Calcutta.
 Anguillon de Perron's Travels in India.
 Bertolacci's Ceylon.
 Bell's Commerce of Bengal.
 Krusenstern's Voyage Round the World.
 Kampfner's History of Japan.
 Milburn's Oriental Commerce.
 Colonel Sykes' Works on India.

Forbes' Works on India.
 Napier's Indian Misgovernment.
 Lord Metcalfe's Correspondence, which con-
 tains The History of the Affghan War.
 Abbot's Herat to Khiva, 2 vols.
 Speir's Ancient Life in India.
 Mrs. Young's Moslem Noble, his Land and
 People.
 Mrs. Young's Cutch.
 Mrs. Young's Delhi.
 J. P. Ferrier's Caravan Journeys in Persia,
 Affghanistan, Turkistan, Beloochistan, and
 the Countries lying between India and
 Russia.
 Révue de Deux Mondes, a most talented
 French Review, which should be subscribed
 for at Messrs. Smith, Elder, & Co.'s.
 Bradshaw's Descriptive Railway Guide and
 Illustrated Hand Book of Great Britain.
 Bradshaw's Continental Guide.
 Bradshaw's Through Route and Overland
 Guide to India.
 Bradshaw's Guides to Paris, France, Bel-
 gium, and Switzerland.
 Dr. Wilson's Lands of the Bible.
 Cutch and Western India.
 Wilkinson's Hand-Book for Egypt.
 South's Household Surgery.
 Prendergast's Law Relating to Officers in
 the Army.
 Hand-Book for Travellers in the Ionian
 Isles.
 Hughes' Chronological Exposition of the
 Military Law of India.
 Ritchie's British World in the East.
 Bellew's Memoirs of a Griffin.
 Brigg's Letters to Young Persons in India.
 Sir John Malcolm's Instructions to Officers.
 Taylor's Indian Mental Calculator.
 St. John's Isis (an Egyptian Pilgrimage).
 Daubistan (edition of 1842).
 Murray's Hand-Book for Egypt.
 Major-General Napier's Scinde.
 Fortune's Ten Countries of India and China.

- Sir Edward Colebrooke's Letter on the Civil Service of India.
- Laurie's Second Burmese War.
- Thacker's Overland Mail,
Home News,
London Mail,
Smith, Elder, & Co.'s Overland Mail, } Should be subscribed for regularly before leaving England.
- Chapman's Works on India.
- Morton's Pamphlet on the Administration of Law in India.
- The Bombay Times,
The Bombay, Madras, and Calcutta Directories, } Should be subscribed for annually.
- Viscountess Falkland's Chow-Chow.
- Broome's History of the Rise of the Bengal Army.
- Head's Neilgherry Hills.
- Nowrojee and Merwanjee's Journal of Two Years' Residence in England.
- Kerr's Advice to Cadets.
- Postans' Hints to Cadets.
- An Howadji's Visit to Egypt.
- Dr. Layard's Nineveh.
- Letters from Madras. By a Lady.
- Campbell's Modern India.
- Egerton's Winter Tour in India.
- Aiton's Travels in the East.
- Reid's Pamphlet in reply to it.
- Life in a Mission, the Camp, and Zenana. By Mackenzie (1853).
- Baird's Pamphlet on Errors in India and at Home (1853).
- Lieutenant Eyre's Military Operations in Cabul.
- Lieutenant Greenwood's Campaign in Affghanistan.
- Lieutenant Sale's Views in Affghanistan.
- Ethnology of the British Colonies. By Dr. Latham.
- The Orientalist's Vade Mecum.
- Sullivan's Bungalow and Tent.
- Davies' Sketch of China.
- Sketch of the Chinese.
- Burnes' Cabul.
- Burnes' Travels to Bokhara and up the Indus.
- Dr. Wolff's Travels in Bokhara.
- Moorcroft and Trebeck's Travels in Himalaya.
- Fane's Five Years in India.
- Vigne's Travels in Cashmere.
- Napier's Excursions along the Mediterranean.
- The Oriental Treasury of Indian Knowledge.
- Capper's Three Presidencies of India.
- Conder's Modern Traveller.
- Allen's Routes of India (Map of).
- Wood's Journey to the River Oxus.
- Jocelyn's Six Months in China.
- Newbold's British Settlements in Malacca.
- Malcolm's Government of India.
- Staunton's Works on China.
- Japan in the Nineteenth Century. By Dutch Travellers.
- Usborne's Guide to the Levant and Overland Route.
- The Camp and Barrack Room in India.
- Osborne's Asia in 1840.
- Western India. By the late Mr. Mackay.
- Knighton's Forest Life in Ceylon.
- Topography of Scripture.
- St. John's Village Life in Egypt.
- Allen's Trigonometrical Survey Maps of India.
- Haydn's Dictionary of Dates.
- Chemistry of Creation.
- Sir Richard Philips' 1,000,000 of Facts.
- Lectures on the Great Exhibition.
- Whewell's Philosophy of Inductive Sciences.
- History of ditto.
- Guide to Jewish Customs.
- Manners and Customs of the Scriptures.
- Metereological Observations of the Bombay, Simla, and other Indian Observatories.
- The Land of Veda.

Forbes' and Shakspeare's Hindustani Works.
The Crimean War. By W.H. Russell, LL.D.
Esq., *Times'* Correspondent.

The Crimea. By Danby Seymour, Esq., M.P.
Pictures from the Battle

Field,
Turkey,
Continental Pictures,

} By a Roving
Englishman.

Bird's Eye View of India, by Sir Erskine
Perry, Kt., M.P.

Memoirs of Colonel Armine Mountain.

For other works relative to India, refer to
catalogues for a more extended list.

NEWSPAPERS PUBLISHED IN LONDON

ON THE DEPARTURE AND ARRIVAL OF INDIAN
MAILS, TWICE IN EVERY MONTH.

ON DEPARTURE.—Home News, Overland Mail,
Indian Atlas, London Mail, and Thacker's Over-
land News.

ON ARRIVAL.—Indian News, Homeward Mail,
and Indian Mail.

EAST INDIA AGENTS IN LONDON.

Messrs. Grindlay and Co., 63, Cornhill; 124,
Bishopsgate-street; and 8, St. Martin's-place. Cor-
respondents in India: Bombay—Messrs. Remington
and Co.; Madras—Messrs. Binny and Co.; and
Messrs. Arbuthnot and Co.; Calcutta—Messrs.
Grindlay and Co., Branch Agency.

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Co.; Calcutta—Messrs. P. Stewart and Co.

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Arbuthnot, and Co.

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Correspondents in India: Bombay—Messrs. Mac-
indoe, Rogers, and Co.; Calcutta—Messrs. Gordon,
Stuart, and Co.; Madras—Messrs. Binny and Co.,
Ceylon—J. J. Sparkes, Esq.

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pondents in India: Bombay—Messrs. Robert Frith
and Co.; Calcutta—Messrs. Gillanders, Arbuthnot
and Co.; Madras—Messrs. Bainbridge and Co.

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blishments in India: Calcutta—Thacker, Spink, and
Co.; Bombay—Thacker and Co.; Lucknow—James
Hill and Co.

Henry Cassin, 5, Leadenhall Street, Native
Agency.

Messrs. W. H. Smith, Barry & Co., 150, Leaden-
hall-street, London; and 4, Oriental-place, South-
ampton: Correspondents at Calcutta, Barry, Smith
and Co.; Madras, Messrs. Bering and Co.

INDIAN BANKS IN LONDON.

Agra and United Service, 27, Cannon Street.

Oriental Bank Corporation, Threadneedle-street,
Chartered Mercantile Bank of India, London, and
China, 50, Old Broad Street.

Bank of Egypt, 26, Old Broad Street.

Ottoman Bank, 26, Old Broad Street.

EAST INDIA LAW AGENCIES, &c. IN LONDON.

Oehme and Lloyd, 124, Bishopsgate Street Within.
A. S. Ayrton, Esq., M.P., the Temple, barrister-
at-law.

THE REAL VALUE OF LETTERS OF INTRODUCTION IN INDIA.

As in all probability the European will be
furnished with several letters of introduc-
tion, it may be as well to warn him that
upon the delivery of those credentials (which
should be sent on his arrival by a Sepoy
belonging to the hotel or club at which he
is staying, with his card and address in full),
the following morning he should make a
personal call, such being the etiquette ob-
servable in India. He must not anticipate
to be cordially received, or to have a "*carte*

blanche" given him to renew his visits whenever he may think proper or convenient; for an old resident in India, although most unbounded in his hospitality, must have some intimate knowledge of an individual — some insight into his habits, character, &c.—ere he fraternizes with, or allows a Griffin, (as a new comer in India is termed), "to put his legs under his mahogany" whenever he likes. He will be received with marked and studied politeness, and then bowed out most courteously; and not until he has established himself, and becomes better known (either personally or by report) to the old Indian, must he look for anything beyond the polite bow or nod of recognition, and perhaps, as a mark of great condescension, an occasional invite.

Still, should any unforeseen misfortune overtake him, then, upon making an application to him (provided that his entire conduct has been fair and honourable), the old Indian resident will relax his rigidity and interest himself most warmly and heartily in his behalf, and serve him to the very best of his ability, and the uttermost of his power; but if, on the other hand, the Griffin has been guilty of any "*faux pas*," or has acted indiscreetly, he has nothing to expect at the hands of the resident; his letter of introduction will not then have the slightest weight with him. So that, in fact, these credentials are not of much value to any Civilian or European on his entrance into Indian life.

A LADY'S OUTFIT.

THE FOLLOWING IS THE LIST OF THE NECESSARY OUTFIT A LADY OUGHT TO PURCHASE FOR THE JOURNEY (VIA OVERLAND ROUTE) AND RESIDENCE IN INDIA.

No. of Articles.	Rate.	Amount.
	s. d.	£ s. d.
12 Calico Chemises each	3 6	2 2 0
24 Cambric do. each	4 6	5 8 0
12 Cambric or Long Cloth Slips..... each	7 6	4 10 0
12 Middle Petticoats each	3 9	2 5 0
6 Corded do. each	6 6	1 19 0
2 Steel do. each	16 6	1 13 0
2 pairs Corsets per pair	21 0	2 2 0
4 Flannel Petticoats each	10 6	2 0
24 Thresher's India Gauze Waistcoats.... each	5 6	6 12 0
24 pairs Cambric Trowsers (plain).... per pair	3 6	4 4 0
12 Do. do. (Trimmed) per pair	6 6	3 18 0
24 Calico Night Dresses each	6 6	7 16 0
12 Night Caps (common) each	3 6	2 2 0
6 Sprig Muslin Night Caps each	8 6	2 11 0
6 pairs Mosquito Sleeping Trowsers .. per pair	3 6	1 1 0

No. of Articles.	Rate.	Amount.
	s. d.	£ s. d.
1 White Flannel Dressing Gown.....	30 0	1 10 0
1 Coloured do. do.	50 0	2 10 0
4 White Muslin do.	20 0	4 0 0
2 Coloured Dressing Gowns each	16 6	1 13 0
2 Morning Robes..... each	25 0	2 10 0
36 Cambric Pocket Handkerchiefs each	2 6	4 10 0
12 Fine French Cambric Handkerchiefs .. each	4 6	2 14 0
36 Fine Towels each	1 6	2 14 0
12 pairs Fine White Cotton Hose per pair	3 6	2 2 0
(12 pairs Lisle Thread or Silk Hose for Dress, about per pair, 5s. 6d.		
2 pairs Black Silk Hose 8 6		0 17 0
(Riding Collars and Sleeves, <i>ad lib.</i>)	...	
12 pairs Kid Gloves, sewn with thread, per pair	3 6	2 2 0
12 pairs White do. do. do. do. 3 6		2 0
6 pairs Thread or Silk Gloves..... per pair	1 6	0 9 0
1 Clothes Bag 5 6		0 5 6
1 Riding Habit..... 110 0		5 10 0
12 yards Fine Flannel per yard	3 6	2 2 0
1 Small Leather Bag 12 6		0 12 6
2 Trunks 42 0		4 4 0
2 Covers to ditto 5 0		0 10 0
2 Air-tight Tin Cases for Dresses each	50 0	5 0 0
2 Deal Covers for ditto each	18 6	1 17 0
6 Boxes Fancy Soaps..... per box	7 6	2 5 0
A good supply of powder, perfumery, and } pomade, &c., about 50s. }	...	2 10 0
1 Sponge and Bag 12 6		0 12 6
1 Dressing Case or Bag about	...	10 10 0
Extra Supply of Brushes, &c..... "	...	2 0 0
1 Work Box "	...	12 0 0
A good supply of Cotton, Needles, Tape, &c.	...	3 0 0
1 Writing Case..... "	...	8 0 0
Extra Stationery "	...	1 0 0
Total	...	149 18 6

DRESSES, &c.

4 Bonnets.
6 Muslin Dresses for Morning.
4 Ditto for Evening.
6 Barege and Light Silk Dresses, or any Fancy material.

2 Ball Dresses.
2 Shawls.
1 Warm Cloak.
2 Opera Cloaks.
Fancy Collars, Sleeves, &c. (*ad lib.*)

The foregoing list comprises all that is really necessary, but when immediate outlay is not an object, some additions to the numbers may be made with advantage, and any of the following, though not actually necessary, may be added:—

Wools and Material for Fancy Work.

Table and Household Linen.

China, Glass, and Cutlery.

Materials for Dresses, not made up.

Books, &c., &c.

It may be as well to mention that every article of clothing, as well as the dresses, should all be made loose, especially under the arms, to admit of a free circulation, and prevent the unpleasant effects of a profuse perspiration. The boots and shoes should also fit easy, as the feet in a tropical country are apt to swell. The charges of milliners in India are most exorbitant and frightful in the extreme, it being usual for an European to charge from £2 to £3 for making up a dress. Bonnet cleaning, altering, and making proportionally high. Ladies are strongly advised before leaving England to take out with them their own patterns of every article, even from a chemise to a dress, cut out in calico,

with the dimensions accurately marked on each piece; as by this plan they can purchase whatever they fancy when in India, and their tailor will make the articles up for them at their bungalow, under their own inspection, by which method an immense saving will be effected. By leaving their measures and instructions with an English or French milliner, they can have forwarded to them monthly, (per Overland Mail), patterns cut in paper of all as well as the best Journals of fashions, at comparatively a small outlay; but if they do not wish to have their dresses, &c., made by their tailor (who should be hired monthly), they can forward instructions to their milliner in England, who will execute their orders with dispatch, and send them out, *via* Southampton, by the Overland Route. The purchase of boots and perfumes will be effected much cheaper at Marseilles than in London; but should the lady traveller not proceed *via* France, those things had better be bought before leaving England, and all luggage, except one trunk and travelling bag, shipped *via* Southampton, by the Peninsular and Oriental Company's steamer.

THE NECESSARY OUTFIT FOR A GENTLEMAN PROCEEDING TO INDIA BY THE OVERLAND ROUTE.

No. of Articles.	Rate.		Amount.		
	s.	d.	£	s.	d.
36 Long Cloth Shirts, with Linen Fronts each	6	6	11	14	0
Dress Shirts (if worn, 6 at about 12s. 6d.)	....	....			
12 Kashmir Flannel Shirts	16	6	9	18	0
36 Shirt Collars	1	0	1	16	0
3 Sets Common Studs for Shirts	4	6	0	13	6
18 Thresher's India Gauze Waistcoats	7	0	6	6	0
12 pairs Calico Drawers	3	6	2	2	0
(or Elastic Cotton Drawers), 6s. 6d. per pair	....	....			
6 pairs India Gauze Drawers.....	8	6	2	11	0
6 pairs Pyjamas, or Sleeping Drawers per pair	4	6	1	7	0
2 pairs Flannel Pyjamas	12	6	1	5	0
36 pairs Fine Cotton Socks	1	6	2	14	0
6 pairs Silk Socks	7	6	2	5	0
12 pairs Fine Woollen Socks	2	6	1	10	0
36 Cambric Pocket Handkerchiefs.....	2	6	4	10	0
2 Black Gauze Silk Cravats	7	6	0	15	0
6 Coloured Silk Cravats or Ribbons	3	6	1	1	0
White Cravats (if worn, 12 at 2s. 6d.)	....	....			
12 pairs Dress Kid Gloves, sewn with thread } per pair }	4	0	2	8	0
12 pairs Cotton or Thread Gloves	1	6	0	18	0
3 pairs Braces.....	3	6	0	10	6
3 pairs extra Brace Ends	1	6	0	4	6
24 Towels	1	0	1	4	0
6 Bathing Towels.....	1	9	0	10	6
2 Dressing Gowns.....	25	0	2	10	0
1 Clothes Bag	5	6	0	5	6
4 pairs Sheets .. } Not required { per pair	10	6	2	2	0
6 Pillow Cases.. } on the { .. each	1	0	0	6	0
2 Blankets..... } Passage. { .. each	10	6	1	1	0
1 Maude or Railway Wrapper, extra size ...	25	0	1	5	0
6 Damask Breakfast Cloths	7	6	2	5	0
12 Damask Napkins	2	6	1	10	0
1 Mosquito Net	25	0	1	5	0
12 pairs Russia Duck Trowsers	10	6	6	6	0
6 pairs Drill Trowsers, for dress.....	15	0	4	10	0
6 pairs Brown Holland Trowsers	10	6	3	3	0
6 White Jackets	7	6	2	5	0
12 Do. Waistcoats	6	6	3	18	0
2 India Tweed Suits.....	52	0	5	4	0
1 Dress Coat—fine thin cloth	84	0	4	4	0
1 Dress Waistcoat	18	0	0	18	0
1 pair Dress Trowsers	32	0	1	12	0
1 Fine Cloth Frock Coat..	105	0	5	5	0

No. of Articles.	Rate.	Amount.
2 pairs Fine Tweed or Cashmere Trowsers } per pair }	50 0	3 0 0
2 Coloured Waistcoats each	18 0	1 16
1 Warm Overcoat	63 0	3 3 0
1 very thin Waterproof Coat.....	30 0	1 10 0
2 pairs Canvas Shoes per pair	17 6	1 15 0
2 pairs Walking Boots per pair	25 0	2 10 0
2 pairs Dress Boots per pair	42 0	4 4 0
1 pair thick Shooting Boots	30 0	1 10 0
1 pair Slippers	10 6	0 10 6
1 Good Roll Dressing Case.....	50 0	2 10 0
Extra supply of Tooth, Nail, and other } Brushes, &c..... about }	....	1 10 0
1 Box Windsor Soap and Perfumery....about	....	0 10 0
1 Leather Writing Case, with extra supply } of Stationery,..... }	55 0	2 15 0
1 Revolver in Case	147 0	7 7 0
1 Case Saddlery.....	176 0	8 16 0
2 Cloth Caps each	3 6	0 7 0
1 Hat	18 0	0 18 0
2 Overland Trunks each	35 0	3 10 0
1 Thresher's Cabin Bag	30 0	1 10 0
1 Air-tight Tin Case, for Papers or Cloth } Clothes ..... }	....	1 15 0
1 Deal Cover for do.....	12 6	0 12 6
3 Canvas Covers for Trunks each	3 6	0 10 6
1 Small Leather Bag	8 6	0 8 6
1 Case, containing Spoons, Forks, &c., for 3 } persons, viz., 3 of each }	168 0	8 8 0
1 Small Medicine Chest	84 0	4 4 0
1 Green or Blue Veil	3 6	0 3 6
1 Umbrella.....	21 0	1 1 0
1 Sponge and Bag.....	12 6	0 12 6
12 yards Flannel per yard	3 6	2 2 0
Total		175 6 6

The foregoing list contains everything that is really necessary for the purpose, and the numbers are as limited as a gentleman can take with any degree of comfort; therefore, where immediate outlay is not an object, some addition may be made with advantage, and the following articles, though not actually necessary, will be found very desirable:—

Gun.
Table Linen.
China and Glass.
Cutlery.
Table Lamp.

Lounging Chair.
Telescope.
A good Map of India.
Thornton's Gazetteer of India,
&c., &c.—See Advertisements.

He is also recommended to supply himself with the Patent Elevator and Observatory, invented by Mr. Stocqueler for the Crimea, which will enable him in his official capacity to obtain an accurate reconnaissance of all the districts in which he may be stationed; and in case of an attack to guard against such prior to the advance of the natives, and which, in the present disturbed state of India, would have enabled officers to act promptly in cases of emergency.

If the civilian is totally unable to command the means necessary to procure himself the above, he must then be content with

The Civilian's most Frugal Residence Outfit,

and firmly resolve to set aside all the conventionalities of the *elite* of Indian society, into which his position will, as a matter of course, introduce him, which he is most strongly advised to do by the author of this *brochure*. Then let him practise the most rigid economy, and hasten to provide himself with a RESIDENCE, or Bungalow, containing dining, drawing, two bed and one bath room, cook house, with stabling, small compound and well, at a rental of 40 Rupees per mensem, or £48 per annum, then purchase the FURNITURE absolutely necessary, viz:—

1 Cot (beadstead, with bedding, Mosquito curtain, &c., complete)	1 Baking oven
1 Wash-hand stand	4 Salt cellars
1 Chest of drawers	6 Tumblers
1 Dining table	6 Wine glasses
6 Chairs	2 Decanters
2 Easy ditto	6 Plates
1 Sofa	6 Dishes
1 Small Cheffonier	6 Cups and Saucers
1 Punkah	6 Egg Cups
1 Dressing table	6 Soup Plates
1 Table lamp	6 Cheese ditto
3 Hanging ditto	6 Pie Plates
2 Water Jars	2 Sugar Basins
1 Set of iron cooking utensils	1 Slop ditto
6 each, British Silver Table and Dessert Forks	6 each British Silver Tea, Table, Dessert, and Egg Spoons
6 Table & Dessert Knives	1 Fish Slice
2 Pair of Carvers	1 Butter Knife
Tea and Coffee Pot, metal	4 Salt Spoons
	1 Toast Rack
	1 Pair Sugar Tongs
	1 Milk Jug, metal

A horse, buggy, harness, saddle, and stable gear, and (if not going to reside within the Fort, at the capital of the Presidency to which he is appointed,

as then he can hire one daily, weekly, or monthly, as he feels disposed) a palanquin. His

STAFF OF SERVANTS will then only consist of a sweeper, body servant or valet, cook, to act as butler, groom, to act as coachman, hamall, cook boy, and dhobee. He will then only require the additional hire occasionally of a tailor, and his entire Monthly Expenditure may thus be enumerated, viz. :—

	R.	£	s.	d.
Rent of Bungalow per month	40	or	4	0 0
Bazaar Expenses	50	„	5	0 0
Keep of one Horse	17	„	1	14 0
Hire of Palanquin or four Bearers....	30	„	3	0 0
Wheel Duty on Carriage	4	„	0	8 0
Staff of six Servants	48	„	4	16 0
Hire of Dhobee	11	„	1	2 0
Ditto of Tailor.....	11	„	1	2 0
Incidental Expenses as enumerated in another page	54	„	5	8 0
	Rupees 265	„	26	10 0

Saving from Net Income to be appropriated towards defraying the cost of the establishment formed 35 „ 3 10 0

Rupees 300 „ £30 0 0
Which clearly shows that it is quite out of the question for any civilian, on his *début* in India, to form an establishment *without* incurring debt, unless his parents or guardians place sufficient funds at his disposal to purchase such for *cash*, which they are *most earnestly* solicited to do. If, however, he is appointed to reside at the capital of the Presidency to which he has been gazetted, the only mode in which he can possibly manage to commence his career, without plunging into debt, is to eschew all the *conventionalities* of Anglo-Indian society, as it is at present constituted; and then and there on his disembarkation take up his abode at either an Hotel or Club House, there to remain until his income become considerably increased by promotion, or he has saved sufficient out of his present one to enable him to purchase his *entire* establish-

ment for cash. Acting under this suggestion, his MONTHLY EXPENDITURE will then be—

	Rupees.	£	s.	d.
Board and Residence at the } Hotel or Club.....	100 or	10	0	0
Body Servant	10	„	1	0
Dhobee	10	„	1	0
Tailor	12	„	1	4
Hire of Palanquin	30	„	3	0
Incidental expenses, as enumerated	54	„	5	8
	Rs. 216	„	£21	12
Saving from net income.....	84	„	8	8
	Rs. 300	„	£30	

By which plan he will be enabled to *live* on his pay clear from debt, and follow the good advice which the Honourable Chairman of the Honourable East India Company (R. D. Mangles, Esq.) tendered to the Haileybury students on the 29th June, 1857, on their leaving that college for the several Presidencies, when he “earnestly advised them, when in India, to keep themselves clear of all pecuniary embarrassments, and to avoid habits of extravagance which inevitably led to ruin. There might be some rare instances of men of strong minds, finally overcoming the results of the besetting vice of contracting debts, but the general rule was, that debt rendered the young man the *slave* of his creditors, and utterly unfitted him for the discharge of *any* duty that devolved upon him.”

HINTS ON THE OUTFITS.

The lists of outfits have been compiled with a view to meet the exigencies of all cases; and if due precaution be taken to order every article to be marked with name in full, and packed in the manner explained, the European will find on his arrival at any of the Presidencies that during the *whole* period of his residence in India, he may move from station to station, up rivers, or into the interior of the country, and there will not exist the slightest occasion for him to dispose of any portion, as every article (even the very cases in which the furniture, &c., has been packed) will be found of essential service to him, and so portable, that the whole can be

carried about either by coolies or in bullock hackeries. The inside of every package should contain (affixed to the lid) a small sliding panel, with an inventory of its contents in detail, and ought to be so constructed that it can be removed at pleasure, and another affixed, whenever any alteration is required to be made. The entire outfit, with the exception of that portion absolutely necessary for the Overland Route, should be shipped on board the Peninsular and Oriental Company's steamer three days prior to the date of departure from Southampton. Each package should not weigh more than 80 lbs., nor measure more than 3 feet in length, 1½ foot in breadth, and 1½ in depth, insurance should be effected upon them, and an agreement made with the Peninsular and Oriental Company for the freight, which is payable in advance.

Great care and judgment is necessary in selecting such articles as may prove really useful and serviceable to Europeans during the whole term of their abode in India. It only remains to add that every article should be washed, marked, and numbered, so as to prevent the seizure of anything taking place, or duty being levied thereon, when travelling through France, Germany, Austria, or Italy; as all the Foreign custom-house officers are extremely *searching* in their examination of an Indian traveller's baggage, either outward or homeward bound, especially when an individual carries with him such an extensive wardrobe as Civilians generally do on their first departure for India. It will also be prudent, when purchasing or ordering the outfit, to specify distinctly that the fronts, shirts, collars, trousers, vests, coats (except those made of cloth), should be made without any buttons, holes merely being affixed to them for studs, in lieu thereof.

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TARIFF OF THE PENINSULAR AND ORIENTAL COMPANY'S FARES TO INDIA, &c.

FROM SOUTHAMPTON TO	Aden.			Alexandria.			Amoy.	*† Adelaide.	Bombay.	† Batavia.	Calcutta.	Ceylon.	Gibraltar.	Hong Kong.	† King George's Sound, Shark Bay, and Swan River.	Malta.	Marseilles.	Madras.	Manilla.	Penang.	Singapore.	Suez.	† Sydney and Port Phillip.	Shanghai.	Mauritius.
	£	10	30	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Gentlemen or Ladies travelling singly, occupying a berth in a cabin with two or three others, on the Lower Deck.....	70	10	30	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Ladies, if booked sufficiently early, a berth in a cabin with two or three others on the Upper Deck.....	200	20	60	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Married Couples occupying a reserved cabin on the Main Deck.....	35	5	15	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Children, with the Parent, 3 years and under 10	5	..	..	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Child under 3 years (no berth provided)	..	..	55	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Passage prepaid Out and Home within four months	Non	5	19	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Single Passage	..	..	35	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Passage, prepaid, Out and Home, within four months	..	..	..	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
SERVANTS.																									
European, Single Passage	35	4½	15	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Ditto, prepaid, Out and Home, within four months	..	..	27	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Native, Single Passage	20	4½	15	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£

SECOND CLASS.

Single Passage

Passage, prepaid, Out and Home, within four months

SERVANTS.

European, Single Passage

Ditto, prepaid, Out and Home, within four months

Native, Single Passage

N.B.—No accurate information can be given relative to the intermediate passages, as they are being constantly altered.

* The Australia Line, although suspended, it is believed, will soon be opened again—hence the reason for inserting the rates of passage.

† Suspended.

Semi-monthly Packets will ply between Bombay, the Straits, Hong Kong, Shanghai, until further notice, and leave that Port so as to reach Ceylon in time for the Packets which leave Southampton on the 4th and 20th, with the China mails.

Descriptive PENINSULAR AND ORIENTAL COMPANY'S TARIFF OF FREIGHT OF MERCHANDISE, RATES OF
THE PENINSULAR AND ORIENTAL COMPANY'S TARIFF OF FREIGHT OF MERCHANDISE, RATES OF
PARCEL TRANSIT, &c., TO MALTA, ALEXANDRIA, INDIA, THE STRAITS, CHINA, AND AUSTRALIA.

Description.	Weight.	Cubic measure.	Feet In.	Batavia and Australia.	Malta.	Alexandria.	Aden, Bombay, Ceylon, Madras, Calcutta, Straits, Hong Kong.	Canton, Amoy, Shanghai, Manilla.	Extra Charges.	Regulations to be observed in the size of the Packages.
Measurement goods of 40 tons	ton of 40	...	...	...	s. d. 90 0	s. d. 90 0	s. d. 74 0	s. d. 74 0	...	Each package must not exceed 80lbs. in weight, nor measure in length more than 3ft., 1½ft. in breadth, 1½ft. in depth, and must have the owner's name and place of destination distinctly painted thereon. A departure from this regulation will cause a detention in Egypt, to such packages, of a fortnight.
Heavy goods	.....	...	...	...	...	...	...	...	...	The usual allowance, viz.: 3 cwt., and 1½ cwt. for servants and children, is here alluded to.
Baggage (excess of passenger's)	112 lbs.	...	...	...	s. d. 20 0	s. d. 20 0	s. d. 74 0	s. d. 74 0	...	Luggage sent this way must be shipped at Southampton, to ensure its arrival at Alexandria a fortnight before the arrival of the passenger to whom it belongs; and all luggage intended for transit through Egypt must be packed in strong and well-secured cases.
Baggage, passenger's not embarking at Southampton, but proceeding via Marseilles	336 "	...	...	...	Free	Free	Free	Free	...	
Ditto, proceeding via Trieste	336 "	...	...	...	...	...	...	...	(24s. per cwt. for the usual allowance; 34s. per cwt. for any excess.....)	
parcels under	20 "	0 0 0 0 0 0 0 0 0 0 0 1	2 3 4 5 6 7 8 9 10 11 0	The same rates as to Bombay.	2 6 9 0 10 0 11 0 12 0 13 0 14 0 15 0 16 0 17 0 18 0	2 6 9 0 10 0 11 0 12 0 13 0 14 0 15 0 16 0 17 0 18 0	2 6 9 0 10 0 11 0 12 0 13 0 14 0 15 0 16 0 17 0 18 0	2 6 10 0 11 0 12 0 13 0 14 0 15 0 16 0 17 0 18 0 20 0	Aden, Bombay, Ceylon, Madras, Calcutta, Straits, Hong Kong, Canton, ls. 8d. Shanghai, Manilla, ls. 9d. (The additional weight will be charged 6d. per lb.)	
Do., exceeding...	20 "	...	...	...	1 0	1 0	1 0	1 0	...	These parcels or packages must be in wooden cases, strongly iron hooped at each end, or they will not be received, and must not exceed 100lbs. The port of delivery to be plainly marked on every package.
Periodicals.....	.....	...	...	...	...	...	...	...	...	In boxes strongly made of elm, ends lined with tin, and securely sealed.
Specie.....	.....	...	...	...	2 ½	2 ½	2 ½	2 ½	...	
Jewellery, Watches, .....	.....	...	...	2 ½	2 ½	2 ½	2 ½	2 ½	{ The Egyptian transit duty is extra.	

DATE OF DELIVERY AT THE COMPANY'S OFFICE.—All parcels must be delivered at the London office before 12 a.m., on the 1st and 17th of every month, but upon the payment of 2s. 6d. each they will be received up to 12 a.m. on the 2nd and 18th (Sunday excepted) of every month.

The contents and value of every package must be declared at the time of booking, or the packages will not be received.

Those for China are only conveyed by the packet of the 4th, and therefore must be sent to the Company's office on the 1st of every month.

EGYPTIAN TRANSIT DUTY.—Watches, jewellery, silver plate, $1\frac{1}{2}$ per cent. on the value of goods.

PAYMENT OF CHARGES AND FREIGHT.—All charges and freight must be paid in England.

Insurance is extra, and should be effected—the Company will do so, but the premium must be paid in England.

REMARKS.—Passengers, *via* Marseilles, for India and China, can send their baggage per steamer from Southampton free.

Passengers, *via* Trieste, for India and China, can send their baggage per steamer from Southampton, but it must be forwarded to the Company's office there, in time for the preceding steamer, so as to arrive at Alexandria a fortnight in advance of the passenger going that route.

The luggage forwarded from Alexandria, by the homeward bound passenger, will be sent to Southampton free.

THE CARGO, PARCEL, AND SPECIE TARIFF OF THE EUROPEAN AND AUSTRALIAN ROYAL MAIL STEAM PACKET COMPANY.

Measurement.	Malta and Alexandria.	Melbourne and Sydney.	Ceylon.	REMARKS.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	
" 3 Inches....	From	7 6	9 0	If Packages weigh more than 20 lbs. to each Cubic Foot, the additional weight will be charged 6d. per lb. All Jewellery, Watches, &c., must be sealed over tape, in countersunk holes. Each package must not exceed 100lbs., packages exceeding 1 cubic foot, should be in wooden cases, iron hooped at each end, and be delivered at the offices of the company on or before the 9th of the month. On packages going across the Isthmus of Suez shippers have to pay the transit duty of $\frac{1}{2}$ per cent. on value.
" 4 "	2 6	8 6	10 0	
" 5 "	each.	9 6	11 0	
" 6 "	5 0	10 6	12 0	
" 7 "		11 6	13 0	
" 8 "	6 0	12 6	14 0	
" 9 "		13 6	15 0	
" 10 "		14 6	16 0	
" 11 "	7 0	15 6	17 0	
" 1 Foot.....		16 6	18 0	
Every additional Inch	....	1 0	1 6	
" " Foot	2 0			

Periodical Publications to Malta and Alexandria, 6d.; to other places 1s. each. The same rules are applicable to homeward parcels.

For Freight apply to Mr. F. A. COLLIER, the Company's Cargo Superintendent at Southampton.

OFFICES—55, MOORGATE STREET, (E.C.)

SPECIE AND JEWELLERY.

THE FOLLOWING RATES INCLUDE ALL EXPENSES THROUGH EGYPT.

	SPECIE. Per Cent.	JEWELLERY. Per Cent.
From England to Malta and Alexandria and <i>vice versa</i>	$\frac{1}{2}$	1
" " to Melbourne and Sydney	$1\frac{1}{2}$	$1\frac{1}{2}$
" Sydney and Melbourne to Mediterranean ports and England	1	$1\frac{1}{2}$
From England to Aden and Galle, and <i>vice versa</i>	2	$2\frac{1}{2}$

Silver Plate is charged by value, at 1 per cent. above the rates for Jewellery.

Merchandise to Malta and Alexandria	£2 5s. per ton.
" to Australia	20 0s. „

FARES.

Which include use of Bedding and Linen, Steward's Fees, and all other charges, except for Wines, Spirits, Malt Liquors, and Mineral Waters.

OUTWARD.			HOMEWARD.		
From Southampton.	From Marseilles.	To	To Southampton.	To Marseilles.	From
£ s. d.	£ s. d.		£ s. d.	£ s. d.	
19 0 0	7 10 0	Malta.	90 0 0	85 0 0	Sydney.
28 10 0	17 0 0	Alexandria.	90 0 0	85 0 0	Melbourne.
38 10 0	27 0 0	Suez.	90 0 0	85 0 0	King George's Sound.
65 0 0	53 0 0	Aden.	90 0 0	85 0 0	Galle.
90 0 0	85 0 0	Galle.	65 0 0	53 0 0	Aden.
90 0 0	85 0 0	King George's Sound.	38 10 0	27 0 0	Suez.
90 0 0	85 0 0	Melbourne.	28 10 0	17 0 0	Alexandria.
90 0 0	85 0 0	Sydney.	19 0 0	7 10 0	Malta.

. Return Tickets, available for 12 months, issued to Australia, and *vice versa*, with an abatement of 25 per cent. on the Passage Money.

INTERMEDIATE FARES.

PLACES.	Malta.	Alexandria.	Suez.	Aden.	Galle.	K. George's Sound.	Melbourne.	Sydney.
Malta.....		9 10	19 10	45 0	80 0	70 0	80 0	80 0
Alexandria	9 10		10 0	35 0	70 0	70 0	70 0	70 0
Suez	19 10	10 0		25 0	60 0	60 0	60 0	60 0
Aden	45 0	35 0	25 0		30 0	45 0	55 0	55 0
Galle	80 0	70 0	60 0	30 0		40 0	50 0	55 0
King George's Sound.....	80 0	70 0	60 0	45 0	40 0		20 0	25 0
Melbourne	80 0	70 0	60 0	55 0	50 0	20 0		8 0
Sydney	80 0	70 0	60 0	55 0	55 0	20 0	8 0	

Return Tickets available for four months are issued between Southampton, Malta, and Alexandria, at the following rates, viz. :—

£33 0 0 to Malta. | £52 0 0 to Alexandria.

SECOND CLASS PASSENGERS.

Second Class Passengers are not carried to Ports on the other side of the Isthmus of Suez, but they are taken from Southampton to Ports in the Mediterranean, and *vice versa*, and also between the various places touched at in the Mediterranean, at the following rates :—

Southampton to Malta, and <i>vice versa</i>	£11 0 0
„ Alexandria, and <i>vice versa</i>	17 10 0
Malta to Alexandria, and <i>vice versa</i>	6 10 0
Marseilles to Malta, and <i>vice versa</i>	4 10 0
„ Alexandria, and <i>vice versa</i>	9 0 0

One child, if under 3, carried free.

Children above 3, and under 12, half the ordinary fares.

Second Class Return Tickets available for four months are issued between Southampton, Malta and Alexandria, at the following rates, viz. :—

£19 0 0 to Malta. | £32 0 0 to Alexandria.

Second Class Passengers to be victualled on the Warrant Officers' Scale, and to be allowed 1½ cwt. of baggage, and not to go abaft the funnel.

SERVANTS.

Servants to or from ports on the other side of the Isthmus of Suez are charged as follows :—

European Servants one half the ordinary fares.

Native one fourth „

Servants going from Southampton to ports in the Mediterranean, and *vice versa*, and between the various places touched at in the Mediterranean, are charged the same rate as Second Class Passengers.

AND OVERLAND GUIDE TO INDIA.

OVERLAND DISTANCES FROM LONDON TO CALCUTTA.

No. 1.										No. 2.		
London.	Marseilles.	Malta.	Alexandria.	Cairo.	Suez.	Aden.	Bombay.	Point de Galle.	Madras.	Calcutta.	London.	Trieste.
882											1598	
1541	659										2798	1200
2360	1478	819										
2528	1646	987	168									
2598	1716	1057	238	70								
3906	3024	2365	1546	1378	1308							
5570	4688	4029	3204	3042	2972	1664						
6481	5599	4940	4115	3953	3883	2575	911					
7026	6144	5485	4660	4498	4428	3120	1456	545				
7796	6914	6255	5430	5268	5198	3890	2226	1315	770			

No. 3. THE DISTANCES BETWEEN THE VARIOUS PORTS.

(Via Southampton).

London.	Southampton.	Gibraltar.	Malta.	Alexandria.	Suez.	Aden.	Point de Galle.	Madras.	Calcutta.	Penang.	Singapore.	Hong Kong (China).
78 $\frac{3}{4}$												
1229 $\frac{3}{4}$	1151											
2210 $\frac{3}{4}$	2132	981										
3029 $\frac{3}{4}$	2951	1800	819									
3267 $\frac{3}{4}$	3189	2038	1057	238								
4575 $\frac{3}{4}$	4497	3346	2365	1546	1308							
6709 $\frac{3}{4}$	6631	5480	4499	3680	3442	2134						
7254 $\frac{3}{4}$	7176	6025	5044	4225	3987	2679	545					
8024 $\frac{3}{4}$	7946	6795	5814	4995	4757	3449	1315	770				
9310 $\frac{3}{4}$	9232	8081	7100	6281	6043	4735	2601	2056	1286			
9591 $\frac{3}{4}$	9613	8462	7481	6662	6424	5116	2982	2437	1667	381		
11128 $\frac{3}{4}$	11050	9899	8918	8899	7861	6553	4419	3873	3104	1818	1437	

THE LENGTH OF SEA VOYAGE TO ALEXANDRIA.

2,951 Miles, via Southampton, performed in 14 days.

1,478 " " Marseilles " 6

1,200 " " Trieste " 5

THE LENGTH OF SEA VOYAGE FROM SUEZ.

To Aden.....1,308 Miles, performed in 5 or 6 days.

" Bombay 2,972 " " 10 to 14

" Point de Galle.....3,883 " " 12 days.

" Madras 4,428 " " 17 "

" Kedjeree 5,158 " " 19 " 20 hours.

" Calcutta 5,198 " " 20 "

" Manilla.....8,496 " " 53 "

POST-OFFICE REGULATIONS BETWEEN ENGLAND, INDIA, EGYPT & MALTA

AS REGARDS THE TRANSMISSION OF LETTERS AND NEWSPAPERS.

Destination.	Dates and Days when Mails are made up in London.	By what Routes Letters can be sent.	Postage, optional or otherwise.	Weights allowed to pass by each country, if the postage, if prepaid, for the single rate.	Newspapers
*Marseilles and France	Daily.	Via Dover	Optional	Under s. d.	Prepaid 1d.
Alexandria	4th, 12th, & 20th of each Mo.	„ Southampton	„	4 oz. 0 4	1d.
Aden	2nd, 9th, 16th, 17th, & 25th	„ Marseilles ...	„	0 6	3d.
Batavia, via Singapore	4th, 12th, and 20th	„ Southampton	„	0 6	1d.
Bombay	2nd, 9th, 16th, 17th, & 25th	„ Marseilles ...	„	0 9	3d.
Ceylon	4th and 20th	„ Southampton	Prepaid.	0 6	1d.
Calcutta	9th and 25th	„ Marseilles ...	Prepaid	0 9	3d.
China—Hong Kong, and Shanghai	4th and 20th	„ Southampton	Optional	0 6	1d.
Madras	9th and 25th	„ Marseilles ...	„	0 9	3d.
Mauritius	4th, 12th and 20th	„ Southampton	„	0 6	1d.
Egypt (to any part) ...	9th and 25th	„ Marseilles ...	„	0 9	3d.
Malta	4th, 12th, and 20th	„ Southampton	„	0 6	1d.
	2nd, 9th, 16th, 17th, & 25th	„ Marseilles ...	„	0 9	3d.

If the date should be on a Sunday, the Mail is made up on the day before *via* Southampton, and the following evening *via* Marseilles. All letters should be wafered, *not sealed*, written on the thinnest paper possible. If those letters which require to be prepaid are *not stamped*, they will be charged double at their destination, according to the last official notices from the General Post Office.

* Double postage if unpaid.

POST-OFFICE REGULATIONS.

Day Mails to France leave General Post-office, London, at 1 30 p.m.

Day Mails to France leave Ordinary Post-offices, London, at 11 0 a.m.

Day Mails to France leave Lombard-street Branch, General Office, at 11 45 a.m.

POST OFFICE REGULATIONS BETWEEN ENGLAND, MALTA, AND INDIA, AND VICE VERSA,

AS REGARDS THE TRANSMISSION OF BOOKS, ETC., VIA SOUTHAMPTON.

Description of Books allowed to be Transmitted.					Regulations to be observed in the transmission.
Printed Books Magazines Reviews Pamphlets whether British, Foreign, or Colonial.	Weight.	Postage Prepaid.			1. Every packet must be sent without a cover, or in a cover open at the ends of sides. 2. It must not exceed 2 feet in length, breadth, width, or depth. 3. Any packet which shall not bear postage stamps equal to a single book rate will be detained and charged with deficient letter postage. 4. It must not exceed three pounds in weight for India.
	Not exceeding	For Malta.		For India.	
		s. d.		s. d.	
	4 oz.	0 3	4 oz.	0 4	
	8 "	0 6	8 oz.	0 8	
If Posted in India.	1 lb.	1 0	1 lb.	1 4	
	1½ "	1 6	1½ lb.	2 0	
		r. s.			
	½ lb.	0 4			
	1 lb.	0 8			
	2 lbs.	1 0			
	3 lbs.	1 8			

AS REGARDS THE RATES OF POSTAGE CHARGEABLE UPON LETTERS, NEWSPAPERS, DATES OF THE DEPARTURE AND ARRIVALS OF MAILS
TO ALL THE COUNTRIES INCLUDED IN THE ROUTES.

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• All bound printed books and autograph manuscripts are charged letter postage through France,

POST OFFICE REGULATIONS—CONTINUED.

[illegible]

* * All bound books and autograph manuscripts, are charged letter postage through France.

NEW RATES OF POSTAGE OF NEWSPAPERS FROM ENGLAND TO FOREIGN PLACES.

Place.	Packet Ship.	Via. France or Belgium.	Southampton.	Place.	Packet Ship.	Via. France or Belgium.	Southampton.
Africa, W. C.	1	...	...	Mecklenburgh Schwerin ...	1	...	...
Algeria	1	...	...	Mediterranean	3	1	1
Australia, South	3	1	1	Mexico	...	1	1
Australia, West	3	1	1	Minorca	...	1	1
Austrian, D.	1	...	...	Modena	1	...	...
Azores	...	1	1	Moldavia	2½	...	...
Baden	1	...	...	Monte Video	...	1	1
Bavaria	1	...	...	Naples	1	...	...
Belgium	1	...	...	Nassau	1	...	...
Belgrade	2½	...	...	New Brunswick	1	...	1
Belize, Honduras	...	1	1	Newfoundland	1	...	1
Bermuda	1	...	1	New Granada	...	1	1
British Guiana	...	1	1	New South Wales	3	1	1
Bolivia	...	1	1	Nova Scotia	1	...	...
Brazil	...	1	1	Oldenburgh	1	...	...
Bremen	1	...	...	Oregon, via Chagres	...	4	4
Brunswick	1	...	...	Papal States	1	...	...
Buenos Ayres	...	1	1	Parma	1	...	...
California, via Chagres ...	...	4	4	Peru	...	3	3
California, via United States	2	...	2	Poland	1	...	...
Canada do.	1	...	1	Placentia	1	...	...
Canada, Halifax	1	...	1	Portugal	1	1	1
Canary Islands	...	1	1	Prince Edward Island	1	...	1
Cape de Verde	...	1	1	Prussia	1	...	...
Ceylon	3	1	1	Reuss	1	...	...
Chili	...	3	3	Russia	1	...	...
China	3	1	1	St. Thomas	...	1	1
Cuba	...	1	1	Sandwich Islands	2	...	...
Cuba, via United States ...	2	...	2	Sardinia	1	...	...
Curacoa	...	1	1	Saxe Altenburgh	1	...	...
East Indies, all parts	3	1	1	Saxe Coburg Gotha	1	...	...
Ecuador	...	3	3	Saxe Meiningen	1	...	...
Egypt	3	1	1	Saxe Weimar	1	...	...
Egypt, French Med. Packet	1	...	...	Saxony	1	...	...
Falkland Islands	...	1	1	Schaumburg Lippe	1	...	...
France	1	...	...	Schwartzburg Rudolstadt...	1	...	...
Frankfort	1	...	...	Schwartzburg Sonderhausen	1	...	...
Gibraltar	1	1	1	Scutari	1	...	...
Greece	1	...	...	Sicily	1	...	...
Greytown	...	1	1	Sierra Leone	1	...	...
Hamburg	1	...	...	Spain	1	1	1
Hanover	1	...	...	Switzerland	1	...	...
Hesse	1	...	...	Syria	1	...	...
Holland	1	...	...	Tunis	1	...	...
Hong Kong	3	1	1	Turkey	2	...	...
Ionian Islands	1	...	...	Tuscany	1	...	...
Java	3	1	1	United States	1	1	1
Lippe Detwold	1	...	...	Van Diemen's Land	3	1	1
Lubeck	1	...	...	Venezuela	...	1	1
Maderia	...	1	1	Victoria	3	1	1
Majorca	...	1	1	Wallachia	2½	...	...
Malta	3	1	1	West Indies	1	1	1
Mauritius	3	1	1	W. Coast of South America	...	1	1
Mecklenburgh Strelitz	1	...	...	Wurtemberg	1	...	...

via Belgium and Prussia a foreign rate postage of 1½d. per half ounce must be paid, instead of a rate of 1d. per paper.

N.B.—Care must be taken that the Newspapers are folded in such a manner as to show the Stamp outside, or they will be charged letter rate postage, or a Postage Stamp placed on them will enable them to pass free, without being stamped on the outside of the Newspaper, except *The Times*, which must be so stamped on account of its extra size, if to, viz.—

Beyrout—Boussachany—Bucharest
Crimea—Constantinople
Dardanelles—Galatz—Gallipoli—Ibrail
Jassy—Larnaca—Mytelene—Mostar
Rhodes—Rutschuk—S. Monica—Santoun
Serres—Smyrna—Tenedos—Tchesne
Trebizonde—Tulch—Varna.

REGULATIONS FOR THE TRANSMISSION OF BOOKS,
MAGAZINES, REVIEWS, AND PAMPHLETS, TO
INDIA, CHINA, &c.

PACKAGES.—For every package not exceeding 4 oz., 4d.; 8 oz., 8d.; 1 lb., 1s. 4d.; 1½ lb., 2s.; and so on.

All books, &c., for Batavia can be sent to the Agent of the Dutch Government Mail Packets at Singapore, and thence forwarded by him per Dutch Government Packet to their destination. Parcels, &c., are conveyed by the Peninsular and Oriental Company, to Manilla, on the 4th of every month. Those to Mauritius are sent *via* Ceylon

THE REGULATIONS TO BE OBSERVED IN THE TRANSMISSION.

1. Every packet must be sent without a cover, or in a cover open at the ends or sides.

2. Every packet must not exceed 2 feet in length, breadth, width, or depth.

3. Each packet must not exceed 3 lbs. in weight when addressed to the East Indies, or New South Wales.

4. Any packet which shall not bear postage stamps equal to a single book rate, will be detained, and charged with the deficient letter postage.

HOW THE ROUTES TO INDIA CAN BE SO ARRANGED
AS TO COMPRISE

A TOUR OF EUROPE.

From London to Ostend.

Ostend to Brussels, or to Antwerp, Liege, Aix-la-Chapelle,

Thence to Cologne.

Cologne, up the Rhine, to Strasbourg.

Thence by the French or German-Swiss Railway, or to Basle.

Thence by Rhine steamer to Kiel, and

Thence to Basle.

Basle to Lucerne; over St. Gothard; visit the Righi; take steamer on the Lake to Fluelen; by omnibus to Altorf.

Altorf to Bellinzona; by diligence, or carriage to Azella Inatt; visit the Devil's Bridge.

Bellinzona to Lago Maggiore (Lucarno).

Lucarno, per steamer to Lake Sesto Calende.

Sesto Calende, by diligence to Milan, or

Bellinzona to Luvino by carriage.

Luvino to Lugano.

Lugano, by boat to Porterra.

Porterra, by carriage to Menaggio (on Lake Como).

Menaggio, in boat to Caden Abbia.

Caden Abbia, by steamer to Como.

Como, by rail to Milan, or

Como, by rail to Monza, Lombard, King's Inn (the Iron Crown in the Church).

Monza, rail to Milan.

Milan, rail to Verona.

Verona, rail to Venice.

Venice, steamer to Trieste, or

Milan, by diligence to Novi.

Novi, rail to Genoa.

Genoa, steamer to Malta, or

Basle, diligence to Zurich.

Zurich, steamer to Wallenstadt.

Wallenstadt, omnibus to Wallensee.

Wallensee, boat to Zurich.

Zurich, diligence by pass of Splugen to Chiavenna, on Lake Como.

Coire to Baths of Pfeffers.

Chiavenna, steamer to Como.

Como, rail to Milan, or

London to Ostend.

Ostend to Brussels.

Brussels to Cologne.

Cologne to Magdeburg.
 Magdeburg to Leipsic.
 Leipsic to Dresden.
 Dresden to Prague.
 Prague to Vienna.
 Vienna to Gloggnitz.
 Gloggnitz to Gratz.
 Gratz to Laibach.
 Laibach to Adelsburg.
 Adelsburg to Trieste, or any of the
 routes, as laid down in pages 69 to 249, or
 Trieste, steamer to Ancona.
 Ancona to Corfu.
 Corfu to Patras.
 Lepanto to Corinth.
 Corinth to Athens.
 Athens to Syra.
 Syra to Constantinople.
 Thence to Malta or Alexandria, or
 Vienna to Constantinople, *via* the Danube
 and Black Sea.

HINTS ON THE SELECTION OF

A ROUTE TO INDIA.

The traveller who is destined either for the Cape, Ceylon, Mauritius, Madras, or Calcutta, can now avail himself of Messrs. *Lindsay and Co.'s (Austin Friars) screw steamers, which leave London on the 1st, and Dartmouth on the 6th of every month, and generally perform the passage in 70 days. The advantages which this mode of transit offers is the actual cost, viz.:—

	Ceylon. 60 days.	Madras. 65 days.	Calcutta 70 days.
For 1 person	81	82 10	90
1 person occupying a Dbl Cabin	101	102 0	115
1 person do. do. with w.c.	111	112 10	125
2 persons do. a Treble Cabin	192	205 0	220
2 persons do. do. with w.c.	202	215 0	230
2 persons do. Double Cabin with w.c.	172	175 0	190
Children—5 years & under 10.	40	42 0	45
" 2 " " 5.	27	28 10	36
Servants—European	30	32 0	36
" Native	23	25 0	28

Steward's fee, £2.

Writers, Cadets, and other young gentlemen proceeding to India for the first time—to Ceylon, £70; to Madras, £75; to Calcutta, £80, in a general cabin.

The above rates are exclusive of wines, beer, or spirits, which are supplied at very moderate rates, according to a printed tariff exhibited on board.

The accommodation is divided into three classes—1st class cabins, for Families and Ladies; 2nd, Family Cabins in the fore part of the ship; and 3rd, General Cabins. The cabins of the first division are reserved for Families and Ladies only; these are situated in the after-part of the main deck. Each division has its appropriate conveniences. All the cabins are permanently fitted and furnished, and they vary in the accommodation afforded, from one berth to three or more, in order to meet public requirements.

Families consisting of four or more persons are allowed a reduction of 10 per cent. on the above rates.

The quantity of baggage allowed is 30 cubic feet for each adult passenger. All excess is charged at the rate of 7s. per cwt., which rates are considerably less than *via* Overland. He can also avail himself of some of the fine and fast-sailing ships of Messrs. Green or Wigram, which generally perform the voyage in 3 to 4 months, the cost of which averages from £70 to £100, according to the accommodation afforded, by both of which routes his entire baggage can be taken with him. Should his destination be either the Mauritius or Batavia he can also proceed direct from London, per sailing vessels, to both those places, accompanied by his baggage, as fine clipper-built vessels leave the East India, St. Katherine, and London Docks, monthly, and arrive at the former port in 70 to 75 days; Fares, 1st class, £51 10s.; 2nd, £26 10s.; and reach the latter in

* Messrs. Lindsay and Co.'s screw steamers have been engaged by Government for the conveyance of troops to India, and consequently are not available for passengers at the present time.

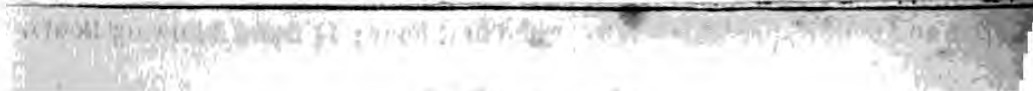
90 to 95 days. Fares, first class, £51, no 2nd class taken.

The pay of the Civilian does not commence until the date of his arrival in India, neither does he enjoy any privileges of the Civil Service until he has actually entered on the duties of his office, nor does his period of service commence until he reports himself to the Local Government; consequently, if he travel round by a sailing vessel he loses every chance of promotion that may have arisen during a period of four or five months, and as deaths are frequent in India, it is but fair to presume that many vacancies would take place during so long a period. As regards his choice of the Sixteen Overland routes, the writer cannot offer an opinion, because that depends upon what part of the Continent the Civilian wishes to visit, although it is obvious that the most inconvenient and longest is that *via* Southampton, and any person unaccustomed to sea voyages, or in the slightest degree liable to sea-sickness had better avoid that route, and proceed *via* Trieste, that being the shortest sea journey, to Alexandria.

HINTS ON THE PERIODS OF

DEPARTURE FOR, AND RETURN FROM, INDIA.

The best time of the year to leave England for the Land of Veda (India) is the latter end of November or the beginning of December, which will enable the unacclimatised to arrive out at any of the Presidencies in the cool season; but under no consideration, except in cases of emergencies, should Europeans (proceeding Overland) leave England later than February, for it is exceedingly trying for them to make their first visit to India either in the hot (May) or rainy (June) season, as then they are almost certain to have successive attacks of all those diseases which are most peculiar to the climate. If the old Indian should be homeward bound he ought to leave India in April, at the very latest, and sojourn some time in Italy and France before returning to England, or he will find the change of climate too severe for his shattered constitution.



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SKELETON OF ROUTE No. 1. FROM LONDON TO ALEXANDRIA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Departure from London so as to proceed to India by the Bombay Mails which sail from Marseilles on the 4th and 19th; or by the Calcutta Mails on the 11th and 27th of every month.	Length of Journey from Station to Station		Length of Stoppage at Station. Journey		Total Time of Journey		Luggage Allowed		Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.	
				D. H.	D. H.	D. H.	D. H.	D. H.	D. H.	1st cls. dls.	2d cls. dls.		£ s. d.	1st Class.	Hotel.	Incidental.	£ s. d.	2nd Class.
— 88	London	Rail	6th, 14th, 22nd, 30th	0	2½	0	0	2½	0	100	56	pr lb.	£ 1 2 0	£ 2 0 0	0 2 8	0 3 0	£ 1 7 8	£ 1 4 0
25	Dover	Pkt	6th, 14th, 22nd, 30th	0	2	0	0	2	0	100	56	£ d.	0 8 6	0 6 6	0 2 6	0 1 0	0 12 0	0 10 0
235½	Calais	Rail	7th, 15th, 23rd, 31st	0	7	0	0	7	0	60	60	ld.	1 4 6	1 0 0	0 1 0	0 0 0	1 5 6	1 1 0
534½	Paris	Rail	7th, 15th, 23rd, 31st	0	11½	0	0	11½	0	60	60	ld.	2 15 0	2 4 10	0 6 2	0 4 0	3 5 0	2 15 0
583½	Marseilles	Rail	2nd, 9th, 17th, 25th	0	2	0	0	2	0	60	60	ld.	4 0 0	3 0 0	1 10 0	0 10 0	2 0 0	2 0 0
659	Marseilles	Pkt.	3rd, 10th, 18th, 26th	0	19	1	0	19	1	60	60	ld.	6 15 0	5 4 10	0 12 0	0 8 0	1 0 0	1 0 0
1542½	Marseilles	Pkt.	4th, 11th, 19th, 27th	3	0	1	0	3	0	336	168	£2 pr Cwt	8 0 0	5 0 0	0 10 0	0 5 0	8 15 0	5 15 0
819	Malta	Pkt.	7th, 14th, 22nd, 30th	3	0	1	0	3	0	60	60	ld.	14 15 0	10 4 10	2 18 2	2 2 0	20 5	215 5
2361½	Alexandria	Pkt.	7th, 14th, 22nd, 30th	3	0	1	0	3	0	60	60	ld.	24 15 0	15 4 10	0 0 0	0 0 0	30 5	220 5

The Homeward Bound Traveller must reverse the Route.

Travellers proceeding direct to Bombay must leave London on the 30th and 14th; to Calcutta, Madras and China, on the 6th and 22nd of each month.

DESCRIPTION OF PLACES IN ROUTE NO. 1.

Leaving London by railway, we proceed to

DOVER.

HOTELS.—Lord Warden, Ship, Albion. Tariff—Bed, 2s. 6d.; breakfast, 2s. 6d.; dinner, 3s.; tea, 1s. 6d.; attendance, 1s.; sitting room, 3s.; baths, 2s. Porterage—1s. from railway to packet in harbour; if laying outside it, a boat must be hired, fare 2s. each person. Baggage must be taken to the steamer immediately on arrival; if in a fly, fare, 2s. Avoid all hotel touters, the very pest of travellers; they absolutely swarm here.

PACKETS.—Daily, to Boulogne.—See *Bradshaw's Continental Guide* for dates of sailing; mail packets to Calais at 2 p.m.; and 11 15 p.m. Fares, 1st class, 8s. 6d.; 2nd class, 6s. 6d.

REMARKABLE OBJECTS.—Castle, Heights, Cliffs, Fortifications, Gun, Views of the Channel, Harbour of Refuge, Museum, Guildhall, &c.—See *Bradshaw's Descriptive Hand-book of Great Britain and Ireland*.

Population, 22,244.

Telegraph Station, 7, Clarence Place. Charge for 25 words to London, 1s.

RAILWAY.—For times of departure of the trains, &c., between London and Dover, see *Bradshaw's British Railway Guide*. Luggage allowed free, 1st class, 100lbs.; 2nd class, 60lbs.; 3rd class, 56lbs.; overweight charged $\frac{1}{2}$ d. per lb.

Hire of carriage, £1; horse, 15s.; boat, 10s. per day.

STATION IN LONDON.—London Bridge. Cab fare, 6d. per mile.

STATION AT DOVER.—Railway Terminus. Fly fare, 1s. per mile.

LUGGAGE can be forwarded direct from London to Paris by its being registered at the Office, 40, Regent Circus, Piccadilly, but the owner *must* accompany it. Thence per packet to

CALAIS.

HOTELS.—The Buffet, at the railway station, is most conveniently situated, and affords excellent refreshment and good accommodation at moderate charges. Tariff—Bed, 2 francs; breakfast, 2½ francs; dinner, 4½ francs; attendance, ½ franc; café, 1 franc; baths, 2 francs. Porterage, if weighing 10lbs, 7 sous; 50lbs., 14 sous; 112lbs., 20 sous; 224lbs., 30 sous. Quillac, one of the oldest and most respectable estab-

lishments on the Continent. It is well known and highly and deservedly recommended. Charges moderate. Dessin, first class, but more expensive. Population, 13,000.

Telegraph station. Charge for 25 words to London, 17s. 6d.

PACKETS.—Daily, to Dover, at 3 0 p.m.; mail packets at 4 0 and 11 15 p.m. Fares, 1st class, 8s. 6d.; 2nd class, 6s. 6d.

PACKETS.—To London, twice weekly. Fares, 1st class, 12s.; 2nd class, 8s.

RAILWAY.—For trains, &c., between Calais and Paris, see *Bradshaw's Continental Guide*.

LUGGAGE allowed free, 60lbs. each class; it is not examined at the Custom House here, but sent direct to Paris; overweight charged 2 sous per lb.

Here passport must be shown—no occasion to be viséd. Tickets for Paris obtained at the Railway Office at the end of the pier, and care must be taken to have a ticket for the luggage, which see placed in the van. Second class carriages extremely comfortable, well lighted, high, and cushioned. Replenish luncheon case and flask. Excellent refreshment room; charge for coffee and roll, 1 franc. Sovereigns worth 25 francs (1 franc = 9½d.) throughout all France, and should be changed at a money changer's, and not at hotels.

MALLE POSTE.—Daily, to Arras. **DILIGENCES** to Arras, Boulogne, St. Omer, &c.

MOST REMARKABLE OBJECTS.—Pier, Gateway, Town Hall, Fortifications, Ramparts, Garden Pierre, Hotel de Guerre, Lighthouse, Square, &c.

The traveller's watch should be altered here, and put a quarter of an hour in *advance*, that being the difference between London and Paris time. Thence by Railway to

PARIS.

(For Hotels, &c., &c., consult *Bradshaw's Guides*.)

HOTELS.—Tariff—Bedroom, 2 francs; breakfast, 2½ francs; dinner, 4½ francs; attendance, ½ franc; fire, ½ franc; lights, ½ franc; café, 1 franc; bath, 2 francs; Hill's London Tavern, 52, Boulevard des Capuchins, the only good English Chop-house, strongly recommended. Newspapers—At Galig-nani's Reading Rooms, 224, Rue de Rivoli (*Times* taken).

HACKNEY COACHES, viz.:—With two horses, 1½ franc 1 turn; 2½ francs first hour; 1½ franc following hours. With one horse, 1½ franc 1 turn; 1½ franc first hour; 1½ franc following hours.

DILIGENCES AND MAIL POSTES in all directions. Coupe, best place and dearest, holds three persons; Interieur, next ditto, holds six persons; Rotunde, holds six persons; Banquette (best in summer for views, and cheapest), holds three persons. Luggage allowed each person, 56lbs. Hire of carriages, 25 francs per diem; horses, 15 francs per diem; valet de place, 5 francs per diem. The traveller should always take his meals at the Table d'Hôte (the best fare), and drink the wine peculiar to the place he is staying at, as it is the best and cheapest; this applies to the whole journey.

OMNIBUSES—To all parts of the city and faubourgs. Fare, 6 sous (3d.) each distance; each corresponds with one that crosses their line. Persons wishing to profit by such accommodation must ask for a Cachet de Correspondance. From all railway stations, luggage included, at 1½ to 2 francs each person.

RAILWAY STATIONS.—Northern Line Terminus—24, Place Roubaix; Central Office—50, Rue Croix des Petits Champs. Strasbourg Line—Rue de Strasbourg. Lyons Line—Boulevard Mazas. Orleans Line—Boulevard de l'Hôpital. Versailles Line—Barrière du Maine. Troyes Line—Boulevard Monzas. Chartres Line—44, Boulevard Mont Parnasse. Dieppe Line—124, Rue St. Lazare, 9, Rue d'Amsterdam. St. Cloud and Sevres—Place de la Concorde.

Population, 1,200,000.

Telegraph station. Charge for 25 words to London, 19s. 6d.

THEATRES (which always open earlier than in England), viz.:—Français (tragedy and comedy), Italien (Italian Operas), Odéon (French comedy), Les Variétés, Palais Royal, L'AmBIGU Comique, La Folie, Saint Antoine, Pantheon, Gymnase des Enfants, Saint Marcel Funambules, Seraphin (by puppets), Grand Opera (French Opera), Comique Opera (French Opera), Gymnase, Vaudevilles, Porte St. Martin, La Gaîté, Dramatique, Délassements Comiques, M. Comte, Du Luxembourg, Lazary (by children), Cirque Olympique (equestrian).

POST OFFICE in the Rue Jean Jacques Rousseau and Coq Heron. Letters for England posted here until 5 daily, except on Sundays, then at 3. (Travellers should post letters themselves, and never trust them to servants on the continent, as to do so is unsafe.) Letters can be directed for travellers to the Poste Restante, which is open daily from 8 to 7, but on Sunday only from 8 to 5 p.m. Passport must be

produced, when inquiries are made, or letters will not be given to the party applying. Post Office orders can be had for provincial places, and stamps are also adopted as in England. Printed bound books and autograph manuscripts charged letter postage rate. Letters can be registered to any part of the world. The whole arrangements are admirable.

MOST REMARKABLE OBJECTS, viz.:—Palais des Tuilleries, Le Louvre and its collection, Barrière de l'Etoile (Arch), La Chapelle Expiatoire, Palais de l'Industrie. Churches, viz.:—Sainte Madeleine, Notre Dame, Saint Roche, St. Eustache, Notre Dame de Lorette, St. Etienne, St. Sulpice, St. Germain des Piés, St. d'Auxerrois. Manufactures of Gobelins, Palace Luxembourg (House of Lords), Hotel des Monnaies (Mint), Palace in the Quay d'Orsay, Hotel des Invalides (Tomb of Napoleon), Entreprise General des Omnibus, Horse Establishment, the Equarriseur, Place Vendôme (Column), Palais Royal (Shops and Galleries), Obelisk of Luxor, Royal Library (Bibliothèque), Conservatoire des Arts (Museum), Hotel de Ville (Town Hall), Halle au Blé (Corn Market), Père la Chaise (Cemetery), Slaughtering Houses (Abattoir), Place de la Bastille (Column), Botanical Gardens and Museum Jardin des Plantes, Halle aux Vins (Wine Market), Pantheon, Ecole et Palais des Beaux Arts (School and Palace of Fine Arts), Bourse (Exchange), Palace Bourbon (House of Commons), Palace of Justice, Fountain of Grenelle, Café de Paris, Messageries Generales des France, Abattoir des Cochins. Fortifications round the City, built by Louis Philippe. Theatre des Ainaux, Savages, Pavillon de l'Horloge, La Madeleine, Institutions Nationale des Jeunes Aveugles, Mont de Piété, Imprimerie National, La Morgue, Dog Market, Hospice de la Vieillesse, Hospice des Enfants Trouvés, the Elysée, Marché du Vieux Linge, La Crèche, Institution Nationale des Sourds Muets, Hospices des Femmes Incurables, Artesian Well, Washing Boats on the Seine, La Place de Grève, Entreprise des Pompes Funèbres, Ecole Polytechnique, Ecole Nationale des Ponts et Chaussées, Les Casernes, Ecole de l'Etat Major, Ecole Spéciale Militaire, La Grande Chaumière Prison (Model).

REMARKABLE PLACES IN THE VICINITY, viz.:—Auteuil—village, with beautiful villas; Boulogne wood, principal promenade of fashionables; Choisy le Roi—fine Castle; Fontainebleau—Castle, Forest, and Emperor's Palace; Neuilly—the late Louis

Philippe's Palace; Parry—Villas; St. Cloud—Palace and grounds; St. Denis—Tombs of the old Kings, Abbey; St. Germain-en-Laye; Sevrès—Manufacture of Porcelain; Versailles—Palace, Park, Waterworks.

LUGGAGE examined at railway station; it is placed in a large room, and not given up without producing luggage ticket; arrangements admirable, as there is not any confusion, or fear of losing it. Porters take it to omnibus, which will put the traveller down at his hotel; fare, 1½ to 2 frs. If going to remain a few days, on arrival at hotel, select bedroom; then proceed to the bureau, and contract by paying 10 frs. per diem for bed, breakfast, and dinner, which includes every charge except attendance, (½ franc extra, and café au lait in the morning, 1 franc;) which should be ordered at 7 a.m., daily, as breakfast is not taken on the continent until 10 a.m., and dinner at 6 p.m. Pack all things and settle bills over night; invariably follow this rule when travelling. Place not the slightest reliance on hotel clocks, regulate your watch by that of the railway station, and, if with luggage, be at the station half an hour always before departure of the train, and let your baggage be taken with you—no dependence to be placed on domestics when travelling. Always take café au lait and roll before starting in the morning; order it over night. Take your place in diligence or railway yourself, and trust *not* to the hotel commissioners. Omnibus will call at hotel for passengers for the trains, if ordered, same as in London. Replenish luncheon case before starting, have passport viséd and in order. The above instructions must be considered as general, and applicable to every place on the continent. Always before quitting your room at the hotel for a walk or to transact business, the key should be given to the attendant in the Bureau, who then becomes responsible for your effects.

Thence by railway direct to

MARSEILLES.

Population, 185,000, (ancient Marsala).

HOTELS.—See *Bradshaw's Continental Guide*.

TELEGRAPH STATION.—Charge for 25 words to London, 25s. 6d.

RAILWAY.—To Paris, L'Estagne, and Bordeaux.

MALLE POSTES AND DILIGENCES in all directions.

OMNIBUSES to trains, environs, and about the city. Fares and arrangements the same as at Paris.

HACKNEY COACHES, (Fiacres) Remises, Valets de Place, Horses, &c., at the same rates as at Paris.

Porterage to Packet, 1 franc. Boat to Packet, 1½ to 2 francs.

STEAM PACKETS.—To Malta and Alexandria, (Peninsular and Oriental Company, with Bombay Mails), sail on the 4th and 19th, and those with the Madras, Calcutta, and China mails on the 11th and 27th of every month, and arrive here with the homeward Indian mails, on the 2nd, 11th, 17th, and 26th of every month. The European and Australian Mail Company's steamers on the 18th of every month to Malta, Alexandria, Aden, Point de Galle, Melbourne, and Sydney; Packets to Algiers, Bona, Bougu, and Michanah, sail on the 5th, 10th, 15th, 20th, and 25th of every month, at 10 p.m. Beyrout and Constantinople, twice monthly; Ajaccio, every Friday; Italy, (all parts), three times, monthly; Malta and Marseilles, (French Government Mails), sail on the 5th and 19th of every month. Excellent accommodation; eight days' journey. Fares, exclusive of table money, (which is, viz.:—1st class, 6 francs; 2nd class, 4 francs; 3rd class, 4 francs per day)—

	1st class. francs.	2nd class. francs.	3rd class. francs.	4th class. francs.
Malta	220	132	88	35
Alexandria	450	280	190	120

1st class, 180lbs.; 2nd class, 120lbs.; 3rd class 60lbs. of luggage free. Overweight charged, £1 per cwt.

If travellers are going to the Italian Ports, inquiry should be made as to whether any quarantine exists. If it do, a detention of several days takes place on the arrival of the vessel there, whereas the journey by land is then preferable to being shut up six or seven days in a vessel. This place is very hot in summer and mild in winter, except when the Mistral blows. The traveller to India must present his passport at the British Consul's Office immediately on his arrival, then proceed to the office of the Prefect de Police, and obtain a permit to embark, after which, apply to Messrs. R. Gowers and Co. (agents to the Peninsular and Oriental Company), for passage to Malta and Alexandria, as the case may be. If, however, he proceed by the French Government Mail steamers, then he must adopt the *same course*, and apply at their office, Rue Mongrand, Place Royal, or previous to leaving London, if he wishes, at No. 1, or 314A, Oxford Street, for his passage, showing the above documents. He should be on board three quarters of an hour before the stated time of

departure, as the Peninsular and Oriental Packets sail *immediately* the British messenger reaches Marseilles with the Indian mails, which are conveyed by express through France. He will do well to go on board and select his own berth, and if likely to be troubled with sea sickness let him choose one as near midships as possible. Some aperient medicine taken the day before embarkation will often prevent an attack of that malady, as the stomach requires to be cleansed previous to going to sea, but three drops of Creosote taken in a small quantity of water half an hour prior to embarkation, and the same dose on a piece of sugar, repeated every half hour, is an excellent antidote. It is advisable to purchase all kinds of perfumery, soap, thin writing paper, jewellery, fancy articles, boots, gloves, &c., at this place rather than at Paris, as they can be obtained equally as good and cheaper, and the trouble and annoyance of carrying them all through France is thus avoided. Five francs will cover all the expenses of conveying the traveller and his luggage from the Hotel to the Packet. His stock of cigars and tobacco should be purchased here for the entire journey, unless he has previously visited Brussels, in which case he will do well to obtain it there. The mosquitoes are a great scourge, and a cuisiniere (or curtain) must be used in summer.

MOST REMARKABLE OBJECTS, viz.:—Place de Bonaparte, Cafes, the Markets, Town Hall, Cathedral, (paintings), Grands Caremes, Arsenal, the Theatre, Concert Hall, Rope Walk, St. Victor, Antique Tombs, Cloisters, Monastery, Column in memory of the assistance of the Pope during the Plague, 1720, Lazaretto, Chateau d' If on an Island, (Mirabeau imprisoned here), Fortifications, Barracks, Square, Fountain of the Obelisk, Prado, three miles long; Rue Canobière; Promenades, viz., Allées du Miéhan, the Course, Garden d' Intendance, Quays of the Harbour, Gate of Rome, the views from the Bay in a boat, Botanical Gardens, views from the New Town.

MOST REMARKABLE PLACES IN THE VICINITY.—The Mediterranean, Bastides, Bains de la Méditerranée. The drives in the vicinity are magnificent. The journey by rail from Paris to this place, and *vice versa*, should be made by day, as the scenery is beautiful and interesting, especially as Marseilles is approached; the appearance of the town and harbour is strikingly unique, and the variety of costume and class of people extremely great. If the traveller is returning from India, he must

take care that his passport (previously obtained at Alexandria) is properly viséd before leaving for Paris. All French money should be changed for sovereigns at money changers' before embarkation.

THE ITALIAN AND SICILIAN SEA TOUR ROUTE.

(MARKED ON MAP NO. 18.)

FROM MARSEILLES TO MALTA.

Travellers intending to pursue this route should, prior to engaging their passage, ascertain whether any quarantine exists in the Italian ports, or they will find themselves in the vessel for six days; if none exist, then they can proceed on their voyage. per steamer, which sails from this port every Monday, at 11 a.m. Fares, 1st class, including provisions, 56 francs; 2nd class, 58 francs; 3rd class, 37 francs. Luggage allowed:—1st class, 220 lbs.; 2nd class, 120 lbs.; 3rd class, 60 lbs.

We then proceed to the city of

GENOA (La Superba).

Hotels.—De France, very good, comfortable, well situated, and moderate charges. Feder, a first rate house, and highly recommended. The proprietor, Mr. Feder, keeps an hotel of the same name at Turin. Nazionale, near the railway, comfortable good house.

Population, 144,000. Tariff—the same as at Marseilles. Coin the same as in France.

Railways to Busalla, Alessandria, Asti, Voltri, and the city of Turin.

Electric Telegraph to Turin, Mount Cenis, Chaernberg, and England; 25 words, 23s. 6d.

Post Office letters arrive from England at 2 a.m. depart for England at 9 p.m.

DILIGENCES to Nice, 26½ hours; Milan, 12 hours; Pisa, 27 hours; Vetturini are plentiful and good. Tariff—1 franc per hour; 3 francs for 2 hours; 10 francs for 4 consecutive hours; 15 francs per diem.

STEAMERS.—To Leghorn, Civita Vecchia, Naples, Messina, Palermo, Malta, Marseilles. Fares and periods of sailing—see *Bradshaw's Continental Guide*; and Tunis, via Cagliari, twice monthly. Fares, 115, 75, and 50 francs.

MOST REMARKABLE OBJECTS. — The Jesuits' College (formerly the Palazzo Doria Torsi, the residence of the late Queen Dowager Adelaide, of England, Palazzos Leira, Rossi, Spinola, and Palavacino ("Strip my neighbour"), Cathedral of St. Lorenzo, Churches of Sta. Annunziata and Sta. Maria Carignano, the view from the top of which is exceedingly picturesque and beautiful, San Ambrosia, Lighthouse, Academia Lefrestica delle Belle Arte in the Piazza Carlo Felice, Theatre, Arched Promenade along the Quay, &c. The velvet manufactures should be visited.

REMARKABLE PLACES IN THE VICINITY. — A multitude of beautifully built and picturesquely situated villas. Thence per steamer to

LEGHORN (Livorno).

Telegraph station to England. Tariff—25 words, 29s. 6d. Population, 20,000.

HOTELS.—St. Marc, Des Deux Princes, both good. Tariff—the same as at Marseilles, only in liras in lieu of francs.

COIN.—5 Liards=1 Crazia= $\frac{1}{2}$ d. English.

8 Crazias=1 Paul=6d. „

1½ Pauls=1 Lira, the legal currency=8d. English.

46 Pauls=30 Lira.

30 Lira=£1 or Sovereign, British.

24 Lira=1 Napoleon.

Colonatu=10 Pauls=4s. 5½d. British.

9 Pauls=5 Franc piece.

SOVEREIGNS.—The traveller should here convert his gold into the specie of the country, at least as much as he may require for his Italian tour.

RAILWAYS to "Strada Ferrati," Pisa, Pontedera, Empoli, and Florence, several

times daily. For Fares, &c., see *Bradshaw's Continental Guide*.

STEAMERS to Civita Vecchia, Naples, Sicily, Genoa, Nice, and Marseilles.

MOST REMARKABLE OBJECTS. — The large squares, Marble Group of Statuary on the Quay, English Cemetery, with Tombs of Smollett, Francis Horner, and others.

IN THE VICINITY.—The Leghorn Hat Manufactures, and the beautiful promenades, drives and villas.

BOATS ply for hire about the harbour. Fares, 2 Liras per hour.

Thence per rail to

FLORENCE (Firenze).

Telegraph station to London, 25 words, 31s. 6d.

HOTELS.—Royal de la Grande Bretagne, the best. Albergo di Vittoria,—Lungo Arno, one of the best kept hotels in Italy. New York, very good and moderate. Du York, and Du Nord. Tariff as at Marseilles, only in liras in lieu of francs.

Coin the same as at Leghorn.

RESTAURANTS. — Aquila Doro, Borgo L'Apostoli Luna (*via Condota*).

POST OFFICE.—Letters to and from London in 7 days.

Population, 106,899.

RAILWAYS to Leghorn, Sienna, Pistoja, Pisa, Pontedera, and Empoli, daily.

DILIGENCES to Bologna (14 hours), Modena (21 hours), and Rome (36 hours), four times weekly.

STEAMERS to Leghorn, Genoa, Marseilles, Civita Vecchia, Naples, Malta, &c. See *Bradshaw's Continental Guide*.

MOST REMARKABLE OBJECTS. — The Boboli Gardens, Church of San Miniato and Bello Sguardo, all command most

extensive and beautiful *coup d'œils* of the city and suburbs; Cathedral of Santa Maria del Fiore, which contains a number of most superb statues, Fresco Painting by Sir John Hawkwood, Tomb of Balthasar Cossa (John 22nd, date 1419,) Churches of Or'San Michell (the white marble Tabernacle, and St. Michael's Statue), Santa Croce, or the "Westminster Abbey of Italy," Santa Maria Novella, San Lorenzo (the Laurentian Library, Michael Angelo's Sacristy, Tombs of the Medici, and Statue of Day and Night), San Marco, Annunciation, Santo Spirito, the Palazzos, the most splendid of which is that of Vecchio, the Mercatos Nuovo and Vecchio, Casas Buonarrotti and Michael Angelo, the Sabrias Imperiale e Real, and Palazzo Pitti, both of which contain most magnificent and valuable collections of statues. The Magliabechian (which contains 170,000 volumes of books and MSS, some of which were written by Galileo, Machiavelli, and Tasso). Laurentian (in which there are 9,000 MSS, some of which are by Dante, Boccaccio, Plutarch, Tacitus, and Virgil). Ricardi, with upwards of 23,000 vols. and 3,000 MSS. The Marnulli Library.

MOST INTERESTING PLACES IN THE VICINITY.—Porta Alla Croce, Toggis Imperiale La Certosa, in Val d'Emo, and Sanctuaries of Valambrosa, 18½ miles English distant.

Thence per rail to

SIENNA.

Electric Telegraph to London, 26 words, 28s. 2d.

HOTELS. — Aquila Nera, Le Arme

d'Inghilterra. Tariff—same as at Marseilles, only in liras in lieu of francs.

COINS.—The same as at Leghorn.

Railways to Empoli, Florence, Pisa, Pontedera, and Leghorn.

MOST REMARKABLE OBJECTS.—The Cathedral (Duomo), Accademia delle Belle Arte, Churches of St. Agostino, La Concezzione and San Christoforo, Palazzo Pubblico, the University, Library, Citadel, and Gates of the city.

Thence by diligence to

ROME.

Electric Telegraph to London, 25 words, 29s. 6d. Population, 180,000.

HOTELS.—D'Allemagne, a first rate house, D'Angleterre, excellent table d'hôte, Hotel de L'Europe, very good.

Tariff—dinner, 7 to 10 pauls; breakfast, 5 pauls; tea, 3 pauls; bedroom, 2 to 5 pauls per diem; suite of rooms, 20 to 50 pauls.

Railways to Frascati, thence per omnibus to Marino.

POST OFFICES.—Letters to and from London in 11 days; they should never be addressed Poste Restante, but to the care of a banker or merchant.

COINS.—5 Quattrini=1 Bajocchi=½d.

10 Bajocchi=1 Paul=5½d.

10 Pauls=1 Scudo=4s. 3½d.

37 Pauls=1 Napoleon.

45 Pauls=1 Sovereign.

Government Paper taken at par, the market price.

Private Apartments on moderate terms.

HACKNEY COACHES at the Piazza di Spagna, Monti Citorio, Corso, and Piazza St. Peter's stands.

Tariff—4 pauls...1s. 9d. per hour.

„ 3 „ ...1s. 4d. for the 2nd hour

„ 10 „ ...4s. 3½d. for 4 consecutive hours.

„ 3 scudi ...12s. 9¾d. per diem.

Climate mild, but oppressive and relaxing

DILIGENCE to Naples, *via* Ceprano, in 28 hours, without stopping; also *via* the Pontine Marshes, Terracina, and the coast, in 34 hours.

COURIERS who take passengers leave on Mondays, Tuesdays, Wednesdays, Thursdays, Fridays, and Saturdays, for Naples, Bologna, and Florence, in 36 hours; and Civita Vecchia, in 8 hours, on Mondays, Wednesdays, and Fridays.

THE MOST REMARKABLE OBJECTS.—The Porta del Popolo, Piazza del Popolo, Monte Pincio, Obelisk of Rameses I., the 364 churches, the principal of which are the Basilica, St. Peter's, St. John Lateran, Santa Maria Maggiore, Santa Croce in Gerusalemme (all in the city), St. Paulo, San Lorenzo, and San Sebastian, without the walls. St. Peter's, which covers eight English acres, cost £1,000,000, and has £6,000 expended on it annually for repairs. The chapel of Presentazione, which contains the Tomb of the Pretender's wife (Maria Clementina Sobieski), who died here in 1745, and Canova's exquisite monument of the Stuarts, which was erected at the expense of George IV. At San Giovanni in Laterano, the Popes not only officiate but are crowned; it contains the chapel of the Corsini, which was built at a cost of £400,000. The Lateran Palace and Mu-

seum, the churches of St. Maggiore and St. Paulo, Vatican, which contains the Pioclamentine and Chiaramonti Museums, Capella Sistina Chapel, Library, in which is the richest collection of MSS. and pictures in the universe, Quirinal, Capitol, Collegio della Sapienza, Roman and Propaganda Fide Colleges, English Burial Ground, which contains the tombs of Shelley, Keats, Wyatt, and Bell, Pyramid of Caius Cestus, &c.

IN THE VICINITY are numerous elegantly adorned and picturesquely situated villas.

Thence by Post Diligence in 8 hours, which leaves at 4 a.m., to

CIVITA VECCHIA.

POPULATION, 20,000.

ELECTRIC TELEGRAPH, at Rome.

HOTEL.—Orlando's, dear.

TARIFF.—See Rome.

COIN.—See Rome.

DILIGENCES to Rome in 8 hours, at 5 a.m. Fares, 20 pauls, or 8s. 6½d.

STEAMERS to Malta, Marseilles, Naples, and Palermo, see *Bradshaw's Continental Guide*.

Porters or Touters (Facchini) a complete nuisance.

Passports are examined previous to landing.

MOST REMARKABLE OBJECTS.—The Port ("Trajani Portus") and Town Hall, which contains a beautiful gallery of exquisite Etruscan Antiquities, consisting of Sarcophagi, Female Heads, &c.

Thence by French Government Steamers, which sail every Saturday at 3 p.m. Fares, including provisions, 1st class, 48 francs; 2nd, 33 francs; 3rd, 20 francs: luggage allowed, 1st, 220; 2nd, 120; 3rd, 60 lbs.: to

NAPLES (Napoli.)

ELECTRIC TELEGRAPH to England (25 words, 35s. 6d.)

HOTELS.—English and American Pension, highly and deservedly recommended. Grand Bretagne, Victoria, &c.

COIN.—1 Grana, $\frac{1}{2}$ d.; 10 Grani, 1 Carlini, 4d.; 10 Carlini, 1 Ducat, 3s. 4 $\frac{1}{4}$ d.; 120 Grani=12 Carlini, 1 Scudo or Piastra, 4s.; Piastras are the legal currency.

PROCESSION.—September 8th, the Nativity of the Virgin, the greatest festival of Neapolitans, and travellers should if possible witness it.

POPULATION, 360,000.

Reading Room and Library on the Chiaja, Proprietor, Mrs. Dovant.

RAILWAYS to Pompeii, Torre Annunziata, Nocera, Capua, Cancelli, Caserta, Castellamare, and Nola.

STEAMERS to Civita Vecchia, Marseilles, Leghorn, Genoa, Malta, the Levant, Egypt, Messina, and Palermo.

MOST REMARKABLE OBJECTS.—The five entrances to the city, Bridge de la Madeleine, Theatre of San Carlo, churches of St. Giovanni e Paulo, Santa Maria Maggiore, San Severo (most beautiful sculpture, &c.), San Francisco da Paolo, Cathedral, and San Martino, with its collections of Paintings and precious Marbles, Royal Palace, Museo Borbonico, Albergo del Poveri, Royal Library (which contains 250,000 volumes, and 1,700 papyri, which were discovered at Herculaneum) and the Brancacciana (with its 50,000 volumes) Monte de Misericordia. The most interesting places in the vicinity are Virgil's Tomb, Grotto of Pausilipo, Ruins of

Possuoli and Pæstum (by rail to Nocera, carriage to Salerno and Pæstum, there and back in 30 hours), Lake Avernus, Baiæ and Misenium, Islands of Ischia, Procida, and Capri, Castellamare (1 hour), Sorrento Orange Groves (2 $\frac{3}{4}$ hours), Fields of Lava, Streets of Pompeii, the ascent of Mount Vesuvius (5 hours), from the Railway Station at Portici. A guide, fee 1 Piastra, should be taken, as well as refreshments.

Thence per French Government steamer, which leaves every Friday at 2 p.m. Fares, including provisions, 1st class, 55; 2nd, 38; 3rd, 27 francs; luggage allowed, 1st, 220; 2nd, 120; 3rd, 60 lbs.; to

MESSINA.

POPULATION, 90,000.

POSITION.—On the Straits of Messina.

DISTANCE from Palermo, 130 miles east; Mount Etna, 50; and Catania, 30 miles.

CONVEYANCES.—Horses, Carriages, Mules, &c.

HOTELS.—Victoria and Du Nord. Tariff, 10 to 12 francs per diem.

STEAMERS to Catania, Athens, Malta, Marseilles, Naples, Palermo, and all parts of Italy, Constantinople, &c.

SAILING VESSELS to all parts of the world.

MOST REMARKABLE OBJECTS.—The Fortifications, Citadel, Harbour (which is one of the finest in the Mediterranean), Quay, a mile in length, Public Garden, Monasteries, the 50 Churches, Cathedral, Public Squares, Fountains, Palaces, Capuchin Convent, on the hill, Barracks, Senate, and its staircase of White Marble, Royal Palace, Port, and Pub-

lic Garden. The town, although built in a straggling oblong form, is considerable in breadth; the squares are beautiful, and ornamented with fountains. The houses, although well built, have flat roofs, but the streets are narrow, small, and filthy. The street that runs parallel with the harbour is the promenade, and is full of bustle and activity. The best view, and it is truly enchanting, of the town and its environs (which are romantic and picturesque in the extreme), is obtained from the hill on which the Capuchin Convent stands. The promontory is clothed with most luxuriant verdure, planted with pine trees, and enlivened with towns, country-houses, &c. In the back ground appear barren and wooded mountains. The oblong town is at the foot, then the harbour, and afterwards rocky masses. On the right is the beautiful ocean, flowing towards Palermo and Naples. The drive from Catania to Messina is magnificent. Mount Etna can be seen in the direction of Catania, towering in sublime majestic grandeur. It is situated about the eastern part of the island, is 10,874 feet high, and 70 miles in circumference. The summit is a league in circumference, and within formed like a large amphitheatre, from whence ashes issue. In 1809 an eruption took place in a dozen different parts of the volcano, and covered the land with lava to the depth of 35 feet. Pindar lived here in 435 B.C.

Thence per Two Sicilies Mail Steam Navigation Company's steamer, which leaves every Saturday at 3 p.m. Fares, including provisions, 1st class, 40 francs; 2nd, 28 francs; 3rd, 12 francs; luggage allowed, 1st, 220 lbs; 2nd, 120 lbs; 3rd, 60 lbs.

PALERMO.

ELECTRIC TELEGRAPH between Cagliari and Malta is now open, and the British Government has only to lay down a cable from Malta to Alexandria

(819 miles), as there is telegraphic communication from Alexandria to Suez, which would bring Bombay within 15 days of London; the electric telegraph, via the Red Sea route, will then be the most expeditious and easily constructed. The Admiral at Malta now telegraphs Indian intelligence to the British consul, who transmits it direct to London.

HOTEL.—The Trinacria. **Tariff**—the same as at Messina.

Population, 150,000.

STEAMERS.—To Messina, Naples, Malta, Marseilles, and Liverpool—see *Bradshaw's Continental Guide*.

MOST REMARKABLE OBJECTS.—The splendid marine view of La Conca d'Oro (Golden Shell), squares, especially La Marina, public buildings, University, Literary Institution, Theatre, streets, &c.

He can then leave by steamer for Malta, where he must await the arrival of the Peninsular and Oriental Company's Mail Packet for India, and thus he will have accomplished a complete Italian Tour.

Should quarantine exist at the Italian ports then the traveller can make the Italian Overland Tour, and proceed from thence per railway to

LYONS. Described in Route No. 5, page 207.

From Marseilles the traveller can also avail himself of

THE TURKISH TOUR ROUTE

(MARKED ON MAP No. 20.)

Should the traveller prefer visiting the "Golden Horn," he must quit this port (Marseilles), by the Messageries Imperiales Company's steamer, which leaves at 4 p.m. every Monday. Fares, including provisions, first class, 472frs.; second class, 337frs.; third class, 218frs. Luggage allowed, first class, 220 lbs.; second class, 120lbs.; third class, 60lbs.

THE TURKISH EMPIRE.

In 658 B.C. the Milesians founded the town of Byzantium, situated on what was then termed the Thracian Bosphorus, now 20 miles long and $1\frac{1}{4}$ broad, and which in 163 B.C. became the capital of a Roman province, comprising Thrace, Macedon, and some other smaller states. The beauty and convenience of its position induced Constantine the Great, in 328, to make it the capital of the Eastern Roman Empire, transfer to it the seat of empire from Rome, and name it Constantinople, or the city of Constantine. It is of a triangular form, and stands between the Black and Marmora Seas, on a neck of land that stretches towards Natolia, from which it is separated by a strait a mile in breadth. Its walls on the south, are washed by the Sea of Marmora, and on the north-east, by a Gulf of the Strait of Constantinople. It is called Stamboul, or Istamboul by the Turks, from the phrase "εσταν πολιν." The part of the city which was the ancient Byzantium is now covered by the Sultan's seraglio. The original country from whence the Turks ("wanderers") came, appears to have been the regions of the North of Mount Caucasus, eastward of the Caspian Sea. The Magyars (Hungarians) migrated in the year 589 towards the Sea of Azov, and in 889 to Dacia, under Arpad (the founder of the sovereigns of Hungary). They ravaged and devastated Germany, Italy, and Gaul; but Otho the Great, Emperor of Germany, arrested their career, and delivered Europe from their yoke. In the eighth century, the Arabs or Sa-

racens passed the Okus, conquered the Turks, instructed them in the doctrines of the Mahometan religion, and in 841 their Caliph formed a body guard of some of these Turks, who, in 861, put to death the Sovereign Molawaka (the Caliph's son) and placed his only child, Motassem, on the throne. After this act of treason, they disposed of the throne of the Caliphs ever afterwards. The Caliph Razi, wishing to arrest this usurpation of the regal power, created a minister with the title of Emir-al-Omra (Commander), but that act hastened the total destruction of the Caliphate, for the Buyides, the most powerful of the Emirs, usurped the kingdom of Persia, and in 945, seized the city and sovereignty of Bagdad; and all temporal power being taken from the Caliph, he became Sovereign Pontiff of the Mussulman religion, the Buyidan Prince keeping him prisoner at Bagdad. The oppressive tyranny of the Buyides caused the Turkish descendants of the ancient Body Guard to invite a numerous tribe of their compatriots from Turkistan, and on their arrival they overthrew that dynasty, curtailed the powers of the Caliphs, and laid the foundation of the Seljukian Turkish Empire (so called from Seljuk, a Mussulman Turk, who, wandering from Transokiana, across the Ishon, to the province of Chorasán, rendered this tribe so powerful that his grandson, Togal Bey, proclaimed himself Sultan at Niesabar, the capital of Chorasán, in 1038). The Turks then conquered Persia, invaded the Greek empire, spread their armies from Tauris to Erzeroum, in 1050, and sacrificed

no less than 140,000 Christians to Mahomet. In 1056 his nephew, Alp-Arslan succeeded him, and in 1071, overcame the Emperor Romanus Diogenes, took him prisoner, and spread his conquests into Syria, Cilicia, the Isauria, &c. In 1074, this empire was at its zenith, under Malek Shah (son of Alp-Arslan). The Caliph Kaim bestowed upon him the title of Commander of the Faithful. In 1092, owing to his death, a civil war broke out, and the empire was partitioned into three divisions, under the dynasties of Iran, Kerman, and Roum, the latter of which ascribed its origin to Solyman (great grandson of Seljuk), and which obtained the province of Asia Minor, whose descendants are known in the wars of the Crusades, by the title of the Sultans of Lycaoni, at which place those princes had established themselves, after they were driven from Nice, in Bithynia. The Seljukides of Iran were the most powerful of these dynasties, and held dominion over the greatest part of Upper Asia. It soon fell from its greatness, and was divided into various sovereignties, the supreme power of which was usurped by the Emirs. This led to the Caliphs of Bagdad shaking off the yoke of the Seljukides, and recovering the sovereignty of that country in 1152. In 1187, the illustrious Saladin, nephew of the Sultan of Egypt, recovered Jerusalem from the Crusaders. He died 1195, when, owing to the sovereignty being disputed, the Crusaders recovered Jerusalem in 1228, and took Constantinople in 1202, which was governed by the Latin Emperors for 60 years. At this period a great revolu-

tion took place in Asia. The Tartar sovereign, Gengis Khan, rushed into Persia, Syria, &c., and massacred all denominations who opposed him, but was checked by the Crusaders under Louis IX. in 1248, and Constantinople was retaken by the Greek Emperor Michael Palæologus. In 1299, Shah Solyman's grandson, Othman, forced the passage of Mount Olympus, and founded the Ottoman or Sublime Porte (so called from justice being administered at the gate of the Sultan's palace). In 1350, his son Orkham, conquered Bithynia, Nicomedia, and Gallipoli, and established the Turkish power in Europe. In 1360, his son Amurath subdued Adrianople, made it the capital of his empire, organised the Janisaries (who were European captives), subdued Thrace, Macedonia, and was killed at the battle of Cossova. His son, the renowned Bajazet the 1st, united the Turkish sovereignties in Asia, established his power from Bursa to Adrianople, from the Danube to the Euphrates, defeated the Hungarians, &c., in 1396, at the battle of Nicopolis. In 1400, he invested Constantinople by sea and land, but was obliged to desist from that enterprise, to defend himself against the victorious Tamerlane, (a Prince of Usbec Tartars, descended from Gengis Khan,) by whom he was taken prisoner in 1402, at the battle of Angoria (Ancyra), in Phrygia. The Turks now became tributary to Tamerlane, who fixed his capital at Samarcand. At his death, Amurath II., grandson of Bajazet, who had devoted himself to retirement, quitted his solitude, owing to the Poles having

attacked his dominions, and cut the Polish army to pieces at Varna in 1444. His son, Mahomet II., succeeded him, and resumed the project for the fall of Constantinople, but was diverted from it by the successful attempt of Scanderbeg, Prince of Albania, whom Amurath II. had educated as his own child, to wrest his paternal kingdom from him. In 1453, he turned his arms against that city, assailed it both by sea and land, battered down its walls with cannon, entered sword in hand, and massacred all who opposed him. The Emperor Constantine was slain, (Ivan Vasilovich the Great, who redeemed the Russian Empire from the Khans of Kepsack, married this Emperor's niece, Sophia; hence the claim to the Greek Empire, the adoption of the title Czar (Cæsar), and the double eagle as the Imperial arms of Russia). The city surrendered, and also the Eastern empire, the remains of which from the building of its capital had lasted 1123 years. He conquered Servia, Bosnia, Albania, Greece, the Morea, the Islands of the Archipelago, and the Greek empire of Trebizonde, in 1466, which firmly established the Turkish empire in Europe, and the Tartars of the Crimea at this time placed themselves under the protection of the Turks. In the 16th century, Selim I. (the ferocious), subdued Syria, Mesopotamia, and Egypt, which was then governed by the Mamelukes (a race of Circassians who had seized the country in 1250). His son and successor, Solyman the Magnificent, expelled the Knights of St. John from the Island of Rhodes, in 1522 (which has ever since continued the

property of the Turks). He subdued the greatest part of Hungary, Moldavia, and Wallachia, and took possession of Georgia and Bagdad. His son Selim II. took Cyprus in 1571. In 1571, The Turks were defeated in the Gulf of Lepanto, near Corinth, by the Spaniards. His successors, Amurath III. and Mahomet III. extended its dominions. The Turkish empire now began to decline, and the Persians, under Shah Abbas, wrested from them a large portion of their newly acquired dominions. In 1630, the Turks took Bagdad. In 1680, France and Germany united against the Turks, and in 1683, Vienna must have fallen into their hands, had not John Sobieski, the noble King of Poland, relieved it. In 1696, Peter the Great wrested from them Azov. In 1709, Charles XII. of Sweden, formed a camp at Bender, and succeeded after a long negociation in inducing the Sultan to declare war against Russia, and in 1711 the Czar's army capitulated to the Grand Vizier. In 1714, the Turks attacked Charles XII., and massacred his troops. In 1768, owing to the encroachments of Russia in the direction of Poland, Mustapha III. declared war against the Russians. This contest lasted until 1774, during which period the Turkish fleet was destroyed in the Bay of Tchesné, their army defeated on the Pruth, and the provinces of Moldavia, Wallachia, and Bessarabia, were wrested from them by the Russians. A peace was at the latter end of 1774 concluded between these two belligerent powers, through the intervention of Prussia, and the above mentioned provinces were

restored to her; but Russia reserved to herself the right of taking an interest in their affairs at Constantinople, together with the privilege of canal navigation in the Black Sea and Turkish waters, and from this period may be dated the Russian project of rearing a Grecian Empire on the ruins of the Ottoman power. During the reign of Mustapha IV. great anarchy prevailed in the Turkish dominions, and in 1808, he was deposed, and succeeded by Mahomed II., who made several vigorous reforms in the government. In 1798, the Porte took up arms in consequence of the invasion of Egypt (which in 1242 had been governed by Mameluke officers, until Selim defeated and reduced the country), by Napoleon the Great; but in 1801 that country was restored to the Porte. During the commotions of Europe, from 1809 to 1812, the Turkish empire was only once engaged in war with Russia, when she was compelled to cede to that power Bessarabia and the eastern part of Moldavia. In 1820 an insurrection of the Greeks took place against the Porte, when the Sultan armed his Mussulman subjects, let them loose on the Greek, Frank, and Armenian population of his capital, who were massacred with the utmost barbarity. The Pacha of Egypt (Mohammed Ali) entered the Morea with a powerful army. Eventually, through the intervention of Prussia, England, and France, the independence of Greece was accomplished, and the combined Turkish and Egyptian fleets annihilated at Navarino. In 1828 war was declared against the Porte by the allied powers, and after meeting

with several reverses a treaty was concluded at Adrianople in 1829, by which Russia restored to the Porte, Moldavia, Wallachia, all her conquests in Europe, and the Pruth again became the boundary of the two empires. In 1839 Abdul Medjid, the present Sultan, ascended the throne, since which period the events connected with this empire and the late war are well known to all our readers.

The Turkish empire extends over part of Europe, Asia, and Africa.

European Turkey comprehends Wallachia, part of Moldavia, Bulgaria, Servia, Bosnia, part of Croatia, Dalmatia, Romania, Albania, Macedonia, Janina, and Livadui; the principal towns of which are Constantinople, Larissa, Yarina, Sophia, Belgrade, Bucharest, Jassy, Adrianople, Varna, Shumla, Widdin, Silistria, Gallipoli, and Galatz. Its extent is 720 miles long, and 690 broad, 200,000 square miles, and population 16,000,000.

Asiatic Turkey comprehends Armenia, Irak, Arabia, Diarbekr, Kurdistan, Carmania, Natolia, Syria, and Palestine; the principal towns of which are Smyrna, Aleppo, Damascus, Jerusalem, Bagdad, Trebizond, Sinope, Kars, Beyrout, Scutari, Acre, &c. Its extent is 1,400 miles long and 900 broad, 450,000 square miles, and population 13,050,000.

In Africa Egypt is tributary to it. Its extent is 500 miles long, 250 broad, population 2,000,000, and principal towns Cairo, Alexandria, Suez, Assouan, Dami-etta, &c.

Tripoli, Fez, and Tunis are nominally

tributaries, inasmuch as they acknowledge the Sultan as the head of the Moslems. The country of European Turkey is rather mountainous, but interspersed with plains and vales; the climate generally fine, and the soil fertile. Its productions, &c., are currants, figs, saffron, silk, drugs, and Wallachian sheep.

The country of Asiatic Turkey is also mountainous, but intermingled with magnificent plains. The climate excellent, and the soil rich and fertile. Its productions, &c., are wheat, barley, durra, grapes, olives, dates, silk, cotton, soap, Damascus blades, camlets, Angola shawls, leather, copper utensils, carpets, opium, rhubarb, dried fruits, Arabian horses.

The country of its African tributary (Egypt) consists of valleys, mountains, and barren deserts. The climate is subject to great heat and dryness, but the soil is amazingly fertile. Its productions are wheat, barley, rice, maize, millet, cotton, indigo, sugar, dates, &c.

The Turks are generally robust and well-shaped, addicted to smoking opium, indolent, and practise polygamy. Their religion is that of Mahomet.

WORKS OF REFERENCE. — Brookes, Ewing, Tytler, Strabo, Tacitus, Turner, Cornwall, Lempriere, Justin.

CONSTANTINOPLE. (Stamboul).

Electric Telegraph.—25 words to London, 39s. 6d.

HOTELS.—D'Angleterre (Mr. Messéré), De Byzance. Tariff—board and residence, exclusive of all drinkables, 60 piastres or 12 francs per diem. Dinner only, 3 to 5 francs.

HAMALLS (Porters).—For carrying luggage, 5 piastres.

CAIQUE (Boat).—Tariff, 4 piastres for one person with luggage, to the Custom House. 6 piastres for two do.

CUSTOM HOUSE OFFICER. — 3 piastres for examination of luggage.

CUSTOM HOUSE AT TOPHANA.—The traveller should, on arrival in the Bosphorus, jump into a caïque (*not* a Maltese boat), and go direct to this public edifice.

FURNISHED APARTMENTS. — Only procurable by asking in shops, and from thence taking a Hamall to point out the place named (fee, 3 piastres). Rent them weekly, only let the landlord provide breakfast, and always dine at an hotel.

CONVEYANCES.—There are two kinds of carriages in use here, viz:—No. 1. In the shape of a balloon, painted, gilded, and provided with very high wheels; at each side is an opening, to enter which the traveller must mount on a wooden stool, which the driver puts there whenever he alights, Venetian blinds, no seats or cushions, as it is customary for all who drive out to take their own carpets and bolsters with them, and to spread them down inside the vehicle, and sit upon them. They hold four passengers, and are drawn by one or two horses. No. 2.—Has much higher wheels, the top covered, and the sides open. Travellers enter at the back, they hold eight persons, and are drawn by one or two oxen. The coachmen walk by the side of their cattle.

MOST REMARKABLE OBJECTS. — The Sultan's Palace (Seraglio), which is on the sea side, surrounded by walls with towers, and separated from the city by canals

is three m^{iles} entrance to and called C hence the n Empire. T^{he} (a state prisc arrows), from view is obtain as an archery of containing 1 Harems, Kiosk Shrubberies, th ing Dervishe (the great an the Mosque, vishes perform, Seraskier, shou enjoy the char stantinople. T^{he} which presents view, is utterly i to be thoroughly the extent of v occupies many s receives light fr Mosques of Aja Osmanije, and S ally be visited, S Hippodrome, Gre sand and one pillar and Valentinian (which extend from Waters," a distanc supply the imperial Houses (which a Turkish story-tell also the Building, ground by machin^{ary} handsome wor^k

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r.

Lions of the
passage for
the arrival of

the Peninsular and Oriental Company's vessels, if he expect friends from England to join him here, if not, he can proceed through Egypt, visit the Lions of the country, and quietly remain at that most wretched hovel of a place, Suez, until the sailing of the Peninsular and Oriental Company's Packet to India) any alternate Friday at 4 p.m., by the Messageries Impariales Co's. steamers.

	1st class.	2nd class.	3rd cls.
Fares including provisions ...	200frs.	150frs.	95frs.
Luggage allowed	220lbs.	120lbs	60lbs.

The homeward bound traveller can proceed from Alexandria, on every alternate Friday, at 4 p.m., by the French Government Packets to Constantinople, and from thence reverse this route.

MARSEILLES TO MALTA.

SEA VOYAGE, 3 DAYS.

The view of Marseilles and the surrounding country, on leaving the harbour, is magnificent; if the weather is fine and clear, the island of Corsica is passed so closely, that Ajaccio (the birth-place of Bonaparte) will easily be discerned. The land near the Straits of Bonifacio has a most singular appearance; it is high, and its summit resembles the form of a large brown bear. The island of Sardinia will also be seen distinctly. Mount Etna is visible in the distance when the atmosphere is clear, and the island of Gozo is passed closely, as the vessel approaches Malta, which has a very beautiful appearance as the harbour is entered. There the vessel takes in coal, and all passengers proceed on shore, as to remain on board is very unpleasant, owing to the coal dust.

MALTA.

Population, 120,000; capital, Valetta, (belonged to the Knights of St. John).

ELECTRIC TELEGRAPH.—To Cagliari, and Corfu.

STEAM PACKETS.—The Peninsular and Oriental Company's vessels arrive outward, with the Rombay mails, on the 7th and 22nd; with the Calcutta, Madras, and China mails, on the 14th and 30th of every month, and homeward, with the Indian mails, on the 9th, 15th, 24th, and 30th. The European and Australian Royal Mail Company's vessels arrive outward on the 21st of every month, and sail homeward to Southampton, on the 29th of every month. The French steamers to Syria, Egypt, and Constantinople, arrive and sail once a fortnight. Sailing vessels to all parts of Europe frequently, see *Bradshaw's Continental Guide*.

HOTELS.—Dunsford, excellent. Landlord, Mr. Hood. Vittoria, Strada Reale, (not bad). Tariff—bed, 2s.; breakfast, 2s. 6d.; dinner, 4s.; tea, 1s. 6d.; baths, 2s. 6d.; board and residence, 7s. per diem; Valet de Place, 3s.; port, 4s.; sherry, 4s. per bottle; attendance, 1s.; lights, 1s.; fire, 1s.; soda water, 6d.; private room, 3s. Porterage—Boat hire, each landing, 6d.

CARRIAGES.—£1 per diem.

HORSES.—15s. per diem.

COALING DEPOT.—Steamers take about twelve hours coaling.

HINTS.—Here the sun is extremely powerful; put on light clothing, wear spectacles, and use covered umbrella. On landing avoid all touters, make selection of hotel previous to going on shore, take boy to conduct you to it (charge sixpence), and on your way call at the Post-office, and learn the time fixed for the closing of the Indian mail, go on board the packet exactly *half an hour before that time*, as you cannot depend upon the time of departure given on board. Breakfast at hotel, write homeward letters, post them when out; order dinner three hours before the sailing of the packet, proceed in a carriage with a Valet de Place, and visit all the interesting objects, making what purchases you may require on your road, return to dinner exactly at the time it is ordered; by such a course you will be able to see everything, and then enjoy your repast comfortably in the cool, as the heat in this place is intense. Take no Italian money away, as it will be useless.

LIBRARY.—Muir, 247, Strada Reale, of whom Newspapers, Bradshaw's Guide Books, and every information about the island can be obtained.

MOST REMARKABLE OBJECTS.—The view of the Town, Fortifications, and Harbour as it is approached; Churches, view from Piazza Regina, Opera, Barracks, Government House, Streets (having steps), Bonaparte's House, Lazaretto for Quarantine, Markets, Shipping, Arsenal, Monuments, Custom House, &c.

MOST INTERESTING OBJECTS IN THE VICINITY.—Island Gozo, Civita Vecchia, Catacombs, numerous rides and drives commanding fine sea views, the Albergas and Calle di San Paulo, where St. Paul was shipwrecked, and thence by steamer.

MALTA TO ALEXANDRIA (3 DAYS).

The appearance of Malta, when quitting the harbour, is also interesting; and Valetta, when lighted up, looks well; the extent of its harbours is then seen to advantage. Nothing of interest presents itself until the vessel approaches Alexandria (which lies on very low sandy land, without a tree to be seen), the entrance to which is difficult of navigation, owing to the sunken rocks, &c. The appearance of the Egyptian fleet, when laying there, looks imposing, but they are not in good order. As soon as this port is made, the passengers' baggage is all got up on deck, ready to be discharged into boats, and they see no more of it until they reach Suez, or pass it as it crosses the desert on the backs of camels. No fear need be entertained for its safety, as rarely any losses ever occur. The method of calculation pursued by the Arabs who have charge of it is unique and unerring, which security is effected by means of a string of beads. As each package is passed before the eye of the Arab a bead is thrown over his shoulder. The power of mental abstraction, together with the simplicity of the operation, enables him to keep an accurate account of all the baggage which he has charge of, without the chance of an error. If the traveller can pack all he requires for his journey from Alexandria to Suez in his knapsack it will be much better than in his tourist bag; and care must be taken to put up his luncheon case (well stocked). Only one package, and that as small as possible, should be taken on shore with him at this port, together with his umbrella, as the heat of the sun is intense. Not any water should be drunk until arrival on board the packet at Suez, as all obtainable on this route is more or less impregnated with saline matter, and disorders the bowels.

Indeed, at some places it is quite salt. Soda water and pale ale are the best and most nutritious; but ripe oranges may also be eaten with safety. The change of climate, diet, and water, render all these precautions essentially necessary, and young and inexperienced travellers should by no means disregard them.

HINTS.—The traveller, if pressed for time, can take the direct route to Marseilles, arriving there in one day seven hours from London, viz.:—

London to Paris	10 hours.	} Departure at 8 30 p.m. daily, from London Bdg.
Stoppage at Paris....	2 „	
Paris to Marseilles...	19 „	
1 day 7 hours.		

Total Expenditure, including Hotel charges:—1st class, £8 8s.; 2nd, £6 18s.

ALEXANDRIA.

Population, 20,000, which has become doubled within the last fifteen years, owing to vaccination having been used by the Arabs, and the reflux of the country population to avoid the tyranny of the petty despots in the interior. (Named from Alexander the Great).

HOTELS.—Wood's, De l'Europe, Oriental. Tariff—room, 5s.; breakfast, 3s.; dinner, 5s.; coffee, 1s.; bath, 3s.; attendance, 1s.; lights, 1s.; board and residence, 20s. per diem; pale ale, 1s.; port, 6s.; sherry, 6s.; Marsala, 4s.; soda water, 6d. per bottle; donkey, 1s. per hour; carriage, 20s. per diem; valet de place (dragoman), 5s.; boat-hire (landing), 1s.

CHURCHES.—Greek, English, Protestant, and Roman Catholic.

RACES in October, on the course, in the desert, outside the Rosetta Gate.

HOUSE RENT very high. Houses which in 1853 let for £600 per annum, now produce a rental of £2000; and the Arabs will only let for three years, the rental payable in advance. Roads very bad. Servants difficult to obtain.

CLIMATE.—The months of September and October, are the most unhealthy, during which period heavy rains fall.

BANKS.—Egypt, and Ottoman.

TELEGRAPH to Cairo and Suez.

OMNIBUS calls at hotel for transit passengers—no charge.

RAILWAY TO CAIRO AND SUEZ.—For Tariff see page 91.

COALING DEPOT.—Steamer takes about twelve hours coaling.

CONSULS.—British, French, and Austrian.

STEAMERS up and down the Nile.

STEAM PACKETS.—The Peninsular and Oriental Company's vessels arrive outward with the Bombay mails, on the 10th and 25th; with the Calcutta, Madras, and China mails, on the 17th and 2nd of every Month; and with the homeward Indian mails, on the 6th, 11th, 21st and 27th of every month. The European and Australian Royal Mail Company's vessels arrive outward on the 24th, and sail homeward to Southampton on the 25th of every month. Sailing Vessels to all parts of Europe frequently.

HINTS.—Here the sun is very hot on landing; put on light clothing, wear spectacles, and use umbrella. Carry knapsack, travelling rug, and flask, on shore in your hand. On landing, jump on a donkey, take your things with you, (the boys being arrant rogues, and not to be trusted), proceed to the hotel, thence to Railway Office, and take ticket to Cairo and Suez. This only applies to travellers who have not proceeded direct from Southampton by the Peninsular and Oriental Company's Vessels, or from Marseilles by that conveyance, as then all arrangements for their transit are effected by that Company's agent. Learn time of departure at the railway, return to hotel, write homeward letters and post them, make up a party to visit the interesting objects, take a carriage and share the expenses. Order dinner or refreshment at hotel three hours before starting of train, return to hotel exactly at the time the meal is ordered to be ready, take a bath, which bespeak previously, and also alter watch to railway time. By so acting, every object will be seen without the traveller becoming too fatigued; mind and do not take any French or Egyptian money away, as it is useless. The Egyptians are great knaves, and are always crying out for "backshish" (or money). Do not give them any, take no notice of their applications, for if you do you will be tormented to death with beggars. Here was the famous Alexandrian library of the ancients. For a well condensed description of ancient Alexandria, the traveller is referred to *Bradshaw's Continental Guide*, special edition.

MOST REMARKABLE OBJECTS.—Bazaars, Port, Arsenal, Egyptian Navy, Railway Station, Custom

House, Burial Grounds, Villas and Gardens on the Canal, Moharem Bey's Palace, Artificial Irrigation of the Lands, Hatching of Eggs, Protestant, Greek and Roman Catholic Churches, &c.

MOST INTERESTING OBJECTS IN THE VICINITY.—Pompey's Pillar, Catacombs, Obelisks, Lake Moeris, Mahmoodie Canal (monument of the late Pacha Mahomed Ali's enterprise), Fort Cretin (magnificent views of the Mediterranean, the two harbours, the Lake Moereotis, and the entire area of the city), Light House (the position of the celebrated Island of Pharos), land about the old harbour (formerly called Bruchion, site of palace, museum, library, theatre, &c.), Cleopatra's Needle (the site of the Cesareium), Point Lochias (where formerly stood the Timonium, built by Antony after the battle of Actium), Harbour (anciently called Eunostus), Palace, Arsenal, Pompey's Pillar, single block of red granite, 70 feet in height (the probable site of the Serapion), Marabout Point, Fort Caffarelli, Coptic Convent, New Light House, Lazaretto, Caesar's Camp (where General Abercrombie was killed), Aboukir Bay, a few miles beyond, Public Square, Bazaars, Fortifications, Protestant, Catholic, and Greek Churches. This city has been considerably improved of late years, and promises soon to become a large and well built place.

THE EGYPTIAN RAILWAYS.

To Moereotis, Alexandria, Cairo, and Suez.

THE TELEGRAPHS IN EGYPT.

The electric telegraph is open from Alexandria to Cairo and Suez.

EGYPTIAN RAILWAY.

TRANSIT ADMINISTRATION—RAILWAY.

REGULATIONS FOR BAGGAGE.

1st.—Nothing but personal effects will be recognised as baggage.

2nd.—Each 1st class passenger is allowed 80 rotolis free of charge.

2nd class passenger is allowed 50 rotolis free of charge.

3rd class passenger is allowed 25 rotolis free of charge.

3rd.—Children are allowed half the quantity granted to the class to which they belong.

4th.—All overweight of baggage taken by passenger trains will be charged prs. 40 (8s.) per 100 rotolis, from Alexandria to Cairo, and *vice versa*. To and from intermediate stations in proportion as per tariff.

5th.—Passengers may send baggage by goods trains, at the rate of prs. 16 (3s. 6d.) per 100 rotolis, from Alexandria to Cairo, and *vice versa*. To and from intermediate stations in proportion as per tariff.

6th.—All baggage must be given in charge of the administration. Passengers after taking their tickets must hand over their baggage to the baggage clerk, who will weigh and register it, and encash the amount due for overweight; they will receive in return a baggage receipt, on presentation of which at their destination their baggage will be delivered to them.

7th.—Passengers whose baggage is overweight, shall pay (piastre 1) per package for registration.

8th.—Passengers are strictly prohibited from taking money, goods, or valuables, in their baggage, to the detriment of the interests of the administration. Parties infringing this rule will be charged four times the amount due by the tariff on such articles.

9th.—Parties taking inflammable articles, or articles of a nature to damage or destroy the baggage of other passengers, will be subject to a fine not exceeding prs. 2,000 (£20) and not less than prs. 500 (£5) besides having to pay the value of the damage occasioned.

10th.—In cases of loss of baggage, the administration will not pay more than prs. 600 (£6) as indemnity for a trunk or portmanteau, and prs. 150 (30s.) for a carpet bag or corresponding package; it being

understood that all valuable articles be consigned to the administration.

11th.—The administration reserves to itself the right of opening and examining any packages of baggage which may be supposed to contain goods or valuables.

12th.—No baggage will be received after 15 minutes previous to the starting of the train.

REGULATIONS FOR PASSENGERS.

1st.—No one will be admitted on the platforms or into the carriages without a ticket, and this ticket is available only for the day and train for which it was issued.

2nd.—Passengers who have baggage to consign must take their tickets at least 15 minutes before the departure of the train, but passengers having no baggage may procure tickets until five minutes previous to starting.

3rd.—Passengers must be ready to show their tickets when requested to do so by the conductors, and they must deliver them up on reaching their destination.

4th.—Any passenger found without a ticket will have to pay the fare of the whole distance from the terminus from which the train originally started.

5th.—Any 2nd class passenger found in a 1st class carriage, or any 3rd class passenger found in a 1st or 2nd class carriage, will be subject to a penalty of prs. 1,000 (£10), for attempting to defraud the administration.

6th.—Passengers left behind at any of the stations from neglecting to take their seats at the given signal forfeit all claim on the administration.

7th.—Passengers will not be allowed to take into the carriages any packages which, from their size or nature, may incommode their fellow-passengers or damage the carriages. Passengers are not allowed to take dogs with them into the carriages.

8th.—Loaded fire-arms will on no account be allowed in the carriages.

9th.—Smoking is strictly prohibited in the carriages when ladies are present.

10th.—No one in a state of intoxication will be admitted into the carriages, and any one guilty of disorderly conduct will be removed from the carriages, and put elsewhere at the option of the conductor.

11th.—Any passenger injuring the fittings of the carriages, or other property of the administration, will have to pay the amount of the damage done.

12th.—Passengers are strictly prohibited from carrying sealed letters with them. An infringement of this rule will subject them to a fine of prs. 50 (10s.) for each letter.

TARIFF.

CLASSIFICATION OF MERCHANDISE.

1st class at prs. 30 (6s.) per cantar—Manufactured silk, sweetmeats, mirrors, pendulums.

2nd class at prs. 25 (5s.) per cantar—Books, raw silk, boots and shoes, firearms, carpets, hosiery, tea, medicines.

3rd class at prs. 22 (4s. 6d.) per cantar—Indigo, woollen cloth, ready made clothes, leeches, perfumery, cochineal, fine colours (paint), cut tobacco, saddlery, tarbushes.

4th class at prs. 20 (4s.) per cantar—Wool in loose bales, skins, elephants' teeth, drugs, saffron, colocynth, porcelain, wine in bottles, window glass, leather, opium, provisions, dried or salted, cotton in loose

bales, flax uncleaned, spices, tortoise shell, tobacco.⁴ eaf, candles, spermaceti, charcoal, ice.

5th class at prs. 16 (3s. 3d.) per cantar—Cotton in pressed bales, flax cleaned in pressed bales, hemp and cordage, gum, dates, tamarinds, liquids in barrels, hardware, manufactures in bales, paper, oil in casks, wine and spirits in casks, flour, copper plates, lead, iron bars and plates, tin plates, printed goods, dried fruits, wire, personal effects and baggage, incense, hides, senna, wool in pressed bales.

6th class at prs. 12 (2s. 6d.) per cantar—Rags in pressed bales, coffee, wax, sugar raw and refined, mother of pearl in barrels, molasses, honey, soda, saltpetre, nitre, dye-woods, timber, planks, firewood, marble, soap, glass beads, tar, pitch, sulphur, tallow.

N.B.—Copper coins will pay the same rate as fourth class goods.

Valuables.—Plated goods, jewellery, watches, mercury, amber, gold thread, shawls (cashmere), otto of roses, essential oils, musks, coral, ostrich feathers.

Goods by measurement—1st class—millinery, sponges in cases.

Goods by measurement—2nd class—Furniture.

N.B.—The minimum freight which the administration will receive on any package of merchandize is:—For a distance exceeding 65 miles, prs. 10 (2s.); for a distance not exceeding 65 miles, prs. 5 (1s.) The minimum freight on specie, &c., for a distance exceeding 65 miles, prs. 20 (4s.); for a distance not exceeding 65 miles, prs. 10 (2s.)

THE EGYPTIAN RAILWAYS.—ALEXANDRIA TO CAIRO.

FROM ALEXANDRIA AT 9 A.M. AND CAIRO AT 10 30 A.M., ONE TRAIN (1 2 3 CLASS) EVERY ALTERNATE DAY EITHER WAY.

This Line is continued across the Desert, to Station No. 12, four hours' journey by Omnibus from Suez, to which place the whole line will shortly be opened. No information as to rates, &c., as yet received in England.

PASSENGERS' FARES.

Miles.	Stations { To. From.	ALEXAN- DRIA.			KAHER DAWAR.			DAMAN- HOUR.			KAHER ZAYAT.			TAUTAH.			BIRKET-ES- SAB.			BENHA.			CALIOUB.			CAIRO.		
		1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.
—	Alexandria { Pias Eng	..	..	..	27 5/6	18 3/9	7 1/6	52 10/6	34 6/9	14 2/9	78½ 15/9	51½ 10/6	20 4/0	91 8/3	60 12/0	23 4/9	107 21/6	70 14/0	27 5/6	122 24/6	80 16/0	31 6/8	143 29/9	97 19/6	38 7/9	157 31/6	103 20/9	40 8/0
—	Kafer Dawar { P E	27 5/6	18 3/9	7 1/6	..	..	..	31 6/3	21 4/3	8 1/9	63 12/9	41 8/3	16 3/3	75 15/0	49 9/9	19 4/3	95 19/0	63 12/9	24 4/9	111 22/3	73 14/9	28 5/9	132 26/6	87 17/6	34 6/9	141 28/3	93 18/9	36 7/3
—	Damanhour. { P E	52 10/6	34 6/9	14 2/9	31 6/3	21 4/3	8 1/9	..	..	..	40 8/0	26 5/3	10 2/0	49 9/9	32 6/6	13 2/9	72 14/6	47 9/6	18 3/9	88 17/9	58 11/9	22 4/6	109 22/0	71 14/3	28 5/9	118 23/9	77 15/6	30 6/0
65	Kafer Zayat.. { P E	78½ 15/9	51½ 10/6	20 4/0	63 12/9	41 8/3	3/3	16 4/0	40 8/0	10 2/0	..	..	..	13 2/9	8 1/9	3 0/5	32 6/6	22 4/6	8 1/9	48 9/9	32 6/6	12 2/6	69 13/9	45 9/0	18 3/9	78½ 15/9	11½ 10/6	20 4/0
—	Tautah { P E	91 18/3	60 12/0	23 4/9	75 15/0	49 9/9	4/3	49 9/9	32 6/6	13 2/9	13 2/9	8 1/9	3 0/9	..	..	..	20 4/0	13 2/9	5 1/0	36 7/3	24 4/9	9 1/9	59 11/9	38 7/9	15 3/0	66 13/3	43 8/0	17 3/9
—	Birket-es-Sab { P E	107 21/6	70 14/0	27 5/6	95 19/0	63 12/9	24 4/9	72 14/6	47 9/6	18 3/9	32 6/6	22 4/6	8 1/9	40 8/0	29 6/6	10 2/9	..	..	..	7/3	4/9	1/9	11/9	5/9	11 2/3	54 10/9	36 7/3	14 2/9
—	Benha..... { P E	122 24/6	80 16/0	31 6/3	111 22/3	73 14/9	28 5/9	88 17/9	58 11/9	22 4/6	48 9/9	32 6/6	12 2/6	36 7/3	24 4/9	9 1/9	20 4/0	13 2/9	5 1/0	..	..	..	28 5/9	19 4/6	7 1/6	40 8/0	26 5/3	10 2/0
—	Calloub { P E	148 29/9	97 19/6	38 7/9	132 26/6	87 17/6	34 6/9	109 22/0	71 14/3	23 5/9	69 13/9	45 9/0	18 3/9	59 11/9	38 7/9	15 3/0	44 8/9	29 5/9	11 2/3	28 5/9	19 4/6	..	..	..	16 3/3	10 2/0	4 0/9½	
130	Cairo { P E	157 31/6	103 20/9	40 8/0	141 28/3	93 18/9	36 7/5	118 23/9	77 15/6	30 6/0	78½ 15/9	51½ 10/6	20 4/0	66 13/3	43 8/9	17 3/9	54 10/9	36 7/3	14 2/9	40 8/0	26 5/3	10 2/0	16 3/3	10 2/0	..	..	..	..

THE ABOVE RATES ARE PAYABLE IN EGYPTIAN MONEY AT THE GOVERNMENT TARIFF.

Children in arms are carried free, those of 10 years of age are charged half-fare. Two children occupy one place. Each 1st class passenger is allowed 80 Rotolis of baggage free, 2nd class 50 Rotolis, and 3rd class 25 Rotolis. All additional weight of Luggage is charged at the rate of 40 Piastres or 8s. per 100 Rotolis between Alexandria and Cairo, and for the intermediate stations a proportional rate is charged.

Foreign Money is received by the transit administration according to the government tariff (a sovereign is worth 97½ Piastres).

RATES OF THE EGYPTIAN ELECTRIC TELEGRAPH BETWEEN ALEXANDRIA AND CAIRO.

For Messages of 25 words or under (not including the address) from Alexandria to Cairo, or to or between any of the intermediate stations, 25 Piastres or 5s. For every additional word above 25, 1 Piastre or 2½d.

TARIFF FOR THE CONVEYANCE OF HORSES AND CARRIAGES BY THE EGYPTIAN RAILWAY.

For every two-wheeled carriage between Alexandria and Cairo, 300 Piastres or £3. For every four-wheeled carriage between Alexandria and Cairo, 500 Piastres or £5.

THE EGYPTIAN RAILWAY GOODS TARIFF.

BY GOODS TRAIN.															BY EXPRESS TRAIN.																										
Stations.															Heavy Merchandise, per 100 Rotolis.															Provisions, &c., in Sacks.		Extra Luggage, Weight of		Specie, &c.		Gold.					
															1st Class.		2nd Class.		3rd Class.		4th Class.		5th Class.		6th Class.		1st Class.		2nd Class.		Per Ardeba.		Per 100 Rotolis.		Per Cent.		Articles of Silver, &c.		Per Cent.		
Pias		Eng		Pias		Eng		Pias		Eng		Pias		Eng		Pias		Eng		Pias		Eng		Pias		Eng		Pias		Eng											
s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.											
30		6 0		25		5 0		22		4 6		20		4 0		16		3 3		12		2 3		8		1 6		5		1 0		20		4 0		40		8 0			
17		11 6		14		2 9		12		2 6		11		2 3		9		1 10		7		1 6		4		0 9		3		0 9		11		2 3		23		4 9			
15		3 0		12		2 6		11		2 9		10		2 0		8		1 6		6		1 3		2		0 6		10		2 0		4 0		20		4 0					
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12		2 6		10		2 2		9		1 10		8		1 9		6		1 3		5		1 0		2		0 5		8		1 8		16		3 5		16		3 5			
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15		3 0		12		2 6		11		2 4		10		2 0		8		1 6		6		1 3		2		0 6		10		2 0		4 0		20		4 0		20		4 0	
2		0 6		2		0 5		1		2 4		1		2 0		1		0 8		1		0 3		1		0 4		3		1 0		9		3		0 9		16		3 5	
15		3 0		12		2 6		11		2 4		10		2 0		8		1 6		6		1 3		2		0 6		10		2 0		4 0		20		4 0		20		4 0	
2		0 6		2		0 5		1		2 4		1		2 0		1		0 8		1		0 3		1		0 4		3		1 0		9		3		0 9		16		3 5	
12		2 6		10		2 2		9		1 10		8		1 9		6		1 3		5		1 0		2		0 5		8		1 8		16		3 5		16		3 5			
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Such articles as patterns, samples, &c., the weight of which shall not exceed 25 Rotolis, will be conveyed by Express Trains between Alexandria and Cairo, and *vice versa*, at the following rates, viz.:

For a packet not exceeding	15 Rotolis, 10 Piastres or 2s.
" "	15 to 20 " 15 to 20 Piastres or 3s. to 4s.
" "	20 to 25 " 20 Piastres or 4s.

And for any distance not exceeding 65 miles, half of the whole Line, they will be conveyed at half those rates.

When the Steam Boat on the Nile at Kafer Zayat does not run, merchandise will be received by the railway administration for every station on the entire Line.

INDIAN AND EGYPTIAN POST OFFICE REGULATIONS

FOR THE TRANSMISSION OF LETTERS AND NEWSPAPERS TO EUROPE, ETC.

Names of Post Offices.	Dates and Days when the Mails are made up	By what Route Letters can be sent.	Postage, optional or otherwise.	Weights allowed to pass by each country, and the postage if prepaid for the single route.		Newspapers.	Date when Mail is due in London of each month.	Date when arrival is Telegraphed in London via Marseilles each month.
				Under	Over			
Alexandria and Egypt	{ 6th, 11th, 21st, } of each month. 27th ...	Via Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	7 29 9 10 r. a.	1d. 10 4, 14, 18, 29 3d 13 "		About the 2, 11, 17, 26
Aden	{ 2nd, 10th, 18th, } 28th ...	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 8 ... 3d.	1d. ... 3d. ...	" "	" "
Bombay	{ 9th and 24th } ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 8 ... 3d.	1d. ... 3d. ...	" "	" "
Ceylon	{ 3rd, 17th, and } 31st ...	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 8 ... 3d.	1d. ... 3d. ...	" "	" "
Calcutta	{ 10th and 24th } ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 8 ... 3d.	1d. ... 3d. ...	" "	" "
Hong Kong	{ 1st and 15th } ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 6 0 11	1d. 1 3d. 3	" "	" "
Madras	{ 13th and 27th } ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 8 ... 3d.	1d. ... 3d. ...	" "	" "
Malta	{ 2nd, 9th, 17th, } 30th ...	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 6 0 10	1d. ... 3d. ...	" "	" "
Manilla	{ 9th and 25th } ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 6 0 11	1d. ... 3d. ...	" "	" "
Marseilles and France	Daily.	" "	...	$\frac{1}{4}$ oz.	0 4	1d. ...	Daily.	" "
Mauritius	{ 26th } ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 6 0 11	1d. 14, 18, 29 1d. 3 "	" "	" "
Shanghai	{ 7th and 22nd } ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{4}$ oz. $\frac{1}{4}$ oz.	0 6 0 11	1d. 1 3d. 3	" "	" "

Parties forwarding Letters through any of these Foreign Post Offices should be particularly careful in sending their "Letter Books" to each office, so as to have the Post Office receipt or stamp affixed thereto, whether the letters are prepaid or unpaid, as Foreign domestics are not to be depended upon to post Letters or Books. The Post Office authorities always sign for the receipt of Letters, and require signatures for the delivery of European Letters in return.

The traveller should now refer to "Bartlett's Nile Book" (in which he will find beautiful and accurate views of the country, and much valuable information) as he passes along, and which he should peruse on his voyage from Malta to Alexandria. Sovereigns worth 97 piastres, (40 paras = 1 piastre). Never call for Sherry at Egyptian hotels, ask for *Marsala*, which is the same, and only charged 4s., whereas the former costs 6s. per bottle, and is neither more nor less than Marsala wine.

Have your flask filled with brandy for rail and desert travelling, as cramps often attack the stomach in the desert, it being piercing cold at night and sultry by day. The veil must be taken in the pocket, to be worn in crossing from Cairo to Suez. The tariff of charges at hotels, railway stations, desert, and Nile boat, are the same as at Alexandria.

Thence, leaving by the Egyptian Railway, the traveller passes through a country the whole scenery of which is flat and uninteresting. A few villages with dwarf palm trees, mosques, and clusters of most wretched looking mud hovels, occasionally break the dull uniformity and monotony of the prospect, which is now and then enlivened by the glimpse of a few sailing boats passing up and down the Nile, with whole families seated in them, the women wearing the yastmuthar (white mask), hordes of buffaloes and camels wandering along the banks, an occasional stray traveller on a camel, and the incessant creaking noise of the sakias, or water mills, as they draw up the sweet waters of the Nile to irrigate the land. The pyramids are seen looming in the distance, and after having successively passed the Kafer Dawar, Damanhour, Kafer Zayat, Tautah, Birket-es-Sab stations, the aqueduct is passed, and the spot at Benha where Mr. Stephenson has constructed the tubular bridge over the Nile, which has ten arches, and is 870 feet in length. Unlike the Britannia tube bridge the railway passes over the top—a path being left at the side of the lines for foot passengers; and as the Nile, during its annual flood, rises within about eight feet of this bridge, its middle part, 150 feet in length, is made to turn upon the centre pillars, so as to stand lengthways down the river when required, leaving an open passage.

Now he will have an opportunity of observing the peculiar manner in which the Mahomedans perform their worship, as the pilots and boatmen ascend the paddle boxes, and with their faces turned towards the Holy City (Mecca) two or three times

during the voyage, and repeat their orisons. His time will pass pleasantly enough by perusing "Bartlett's Nile Book," taking sketches of individuals and places, and studying the various characters on board; and a reference to "An Howadji's Visit to Egypt" may not be altogether uninteresting while journeying close to the far-famed Nile.

Thence pass Caliouh Station and we enter

EGYPT.

This country (called by the ancients *Ægyptus*, and in Scripture *Misraim*) comprises all the land in the north-east extremity of Africa. It lies between 31 deg., 36 deg. and 24 deg., 31 deg. north latitude, and 25 and 37 east longitude; is about 60,000 square miles in extent, has a population of 2,500,000, is 500 miles long and 400 broad, but at a distance of 150 miles from the sea, it diminishes so much as scarcely to measure 21 or 24 miles between the mountains on the east and west, and is subdivided into

LOWER EGYPT,

Called by the natives *Bahrîch* (from Arabic "*Bahr*," water and sea) a maritime province, capital *Cairo* (or the Victorious).

MIDDLE EGYPT,

Called by the natives *Vostani*, capital *Benisouef*.

UPPER EGYPT,

Called by the natives *Said*, capital *Assouan* (*Syene*).

The country of Egypt undergoes periodical changes. In the summer, it seems to carry life into the land, the verdure being most beautiful, the air impregnated with perfumes, and the landscape animated by numerous flocks. In the winter the soil is brown and miry, the land laid under water, spaces appear unoccupied and uncultivated; the plains then look naked, with the exception of the numerous date trees, when a scorching sun, cloudless sky, and frequent winds prevail. The entire country consists of a long valley, through which the Nile flows, bounded on each side by mountains and barren deserts, and gradually widening as it nears the sea. The mouths of that sweet river give the form of the Greek letter Δ to the lower portion of the country, from whence it is termed the *Delta*, which comprises an area of about 12,000 square miles, studded over with towns and villages. Its soil is exceedingly fertile. The climate is extremely hot during the inundation, and the nights cool with heavy dews (rain scarcely ever falling in this country). *Ophthalmia* is very preva-

lent, causing blindness, and during the warm season the plague sometimes rages with great virulence. The artificial hatching of eggs in ovens is peculiar to this country, as also is the carrying of beehives in the boats plying along the Nile, the bees from which seek the flowers on the banks by day and return to their hives at night. The bulk of the population are Arabs, and the Fellahs, or peasantry, are in a most degraded and wretched state. The complexion of the Egyptians is of a dusky brown. They are indolent, timid, and the lower classes very dirty. The Copts (who are descended from the first Egyptians that became Christians) are an ingenious and business like people. Their manufactures and productions are cotton, ivory, ostrich feathers, spices, gums, rice, wheat, barley, doura, tobacco, flax, indigo, sugar cane, oranges, dates, lemons, figs, almonds, plantains, sail cloth, glass blowing, paper, iron foundry, gun making, tanning, gunpowder, &c. Its antiquities are the Pyramids, Catacombs, Sphinxes, the ruins of Edfou, Thebes, Karnak, Memphis, &c. Cataracts of the Nile, Obelisks, Lakes, &c. Their religion is Mahometan, but the Copts and Franks are Christians. This country appears to have been founded in 2,188 B.C. by Menes (called in Scripture Misraim), the second son of Ham, but Champolion Figeac fixes this event in 2782 B.C., and according to Mane (the high priest of Heliopolis) there were sixteen dynasties from that monarch, ending with Timaus, until the conquest of this country by the Hkysos (Shepherd Kings) in 2084 B.C., who, after tyrannising two-hundred and sixty years over the inhabitants, were expelled by Thothinosis, king of Upper Egypt, in 1825 B.C. who was succeeded by Amenoph I., governed with moderation, and had many of the monuments erected which still remain on the banks of the Nile (those of Seumeh and Amada in Nubia, some at Karnak and Medinet Habou, the two obelisks at Alexandria, and the lake of Fayoun or Nueris). He was succeeded by Amenoph II., whose son Amenoph III. built the palace of Luxor, and made additions to that of Karnak; the statues at Kourua are supposed to represent him. In 1722 B.C. Sesostris or Rameses succeeded to the throne. In 1706 B.C. Joseph became prime minister of one of the princes of the eighteenth dynasty. All the kings of this nation were called Pharaoh, which signifies "sovereign;" and the Israelites settled themselves in the land of Goshen. In 1635 B.C., Joseph

died here. In 1571 B.C. Moses was born in this land, and in 1491 B.C. the Exodus of the Israelites took place from this country. In 1327 B.C., Mæris, the wisest and best of the Egyptian monarchs, flourished. In 1306 B.C. Rameses (the Sesostris the Great of the Greeks) succeeded to the throne. He divided the country into provinces, built the first fleet for war, penetrated as far as the Ganges in India, formed canals, had a survey taken of the country, levied a land tax, enlarged the temple of Thebes, and raised Egypt to the highest pitch of power and splendour. In 2623 A.M., Cetes (called by the Greeks Proteus) reigned, at which period the Trojan war took place. In 1082 B.C., Cheops or Cheunnis ruled, during whose reign the first pyramid was built. In 719 B.C. in the reign of Pharaoh, Boecharis, the Ethiopian Sabaco (Shabac), conquered the kingdom. In 675 B.C. Sethos (high priest of Phtha) seated himself on the throne. After that an oligarchy was established, but one of the members of it (Psammeticus of Sais) being expelled, returned with Greek and Carian mercenaries, and in 650 B.C. took upon himself the kingdom. From this period Egyptian history becomes authentic. This king died in 617 B.C., and was succeeded by his son Necho, the Pharaoh Necho of Scripture. He built fleets both in the Mediterranean and Red Seas, attempted to unite them by cutting a canal (96 miles long) across the Isthmus of Suez, in which work 120,000 persons perished. At the present time (1857) a similar work is in operation, but to which the British Government is strongly opposed. His fleet sailed through the straits of Babelmandel along Africa, doubled the Cape of Good Hope (2,000 years before the Portuguese rediscovery of this route), and returned to Egypt through the straits of Gibraltar. This monarch was deprived of all his conquests by Nebuchadnezzar (son of Naborolasser). In 601 his son Psammis succeeded him; he directed an expedition into Ethiopia. In 594 B.C. Apries (Pharaoh Hopra of Scripture) succeeded him, but was put to death by Nebuchadnezzar in 570, and was succeeded by Amasis, who married a Greek woman, and allowed the Greeks to establish a trading factory at Naucratis. Pythagoras, Solon, and Thales visited this country at this period, which had reached a pitch of great prosperity. In 525 B.C. Psammenitus succeeded him. This king was put to death by Cambyses, king of Persia, who conquered the kingdom, and ruled over the Egyptians with great severity. The country

was then governed by Persian Satraps or Governors. In 422 B.C. the Egyptians revolted, but were suppressed by Xerxes, at whose demise they again revolted and elected Iausiris their king, who surrendered to Megabysus (the Persian Satrap), and was treacherously crucified by order of Artaxerxes I. In 410 Amyrtaeus of Sais drove the Persians from the land, which retained its independence until subjugated in 350 B.C. by Darius Ochus (thus fulfilling the prophecy of Ezekiel, for this country had since that time been under the dominion of foreigners). It was afterwards subdued by Alexander the Great in 332 B.C., who after his journey across the desert ordered the city of Alexandria to be built. Ptolemy (surnamed Soter) took possession of the throne, founded the museum, library, and academy at Alexandria, in 284 B.C., at which Euclid and Appollonius were professors, and exerted himself to encourage learning, &c. In 284 B.C. Ptolemy II. (surnamed Philadelphus) succeeded him, during whose reign the Septuagint translation of the Bible into Greek was accomplished; then the court was thrown open to effeminate luxury, but arts, sciences, and trade were promoted. He was succeeded by Ptolemy III. (surnamed Evergetes), in 246 B.C. In 221 B.C. Ptolemy IV. (surnamed Philopator) came to the throne. He was a tyrant and a debauchee, during whose reign the kingdom declined. He was succeeded by Ptolemy V. (Epiphanes) in 204 B.C., after whom Ptolemy VI. (Philometer) reigned in 181 B.C. He was succeeded in 145 B.C. by Ptolemy the VII. (Physcon), to whom in 116 B.C. succeeded Ptolemy VIII. (surnamed Lathurus). In 80 B.C. Ptolemy IX. (Alexander) mounted the throne, and in 65 B.C. Ptolemy X. (Auletes) succeeded to the crown. He nominated as his successors his two elder children (Ptolemy Dunysus, 13 years old, and Cleopatra, 17 years old), the Romans being left the superintendence and guardianship of his younger children. Cleopatra set aside her brother's claims, and in 51 B.C. ascended the throne. At her death in 30 B.C. this kingdom became a Roman province, and so continued until A.D. 636, when the second Caliph of the Saracens (Omar) expelled the Romans from it. He was succeeded in A.D. 655 by Moawiah, and in 1095 it was governed by Nouredin. In 1192 Saladin (so formidable to the Crusaders) took possession of it. He instituted the military corps of Mamelukes, who in 1242 raised one of their own officers to the throne, and the country was governed by princes

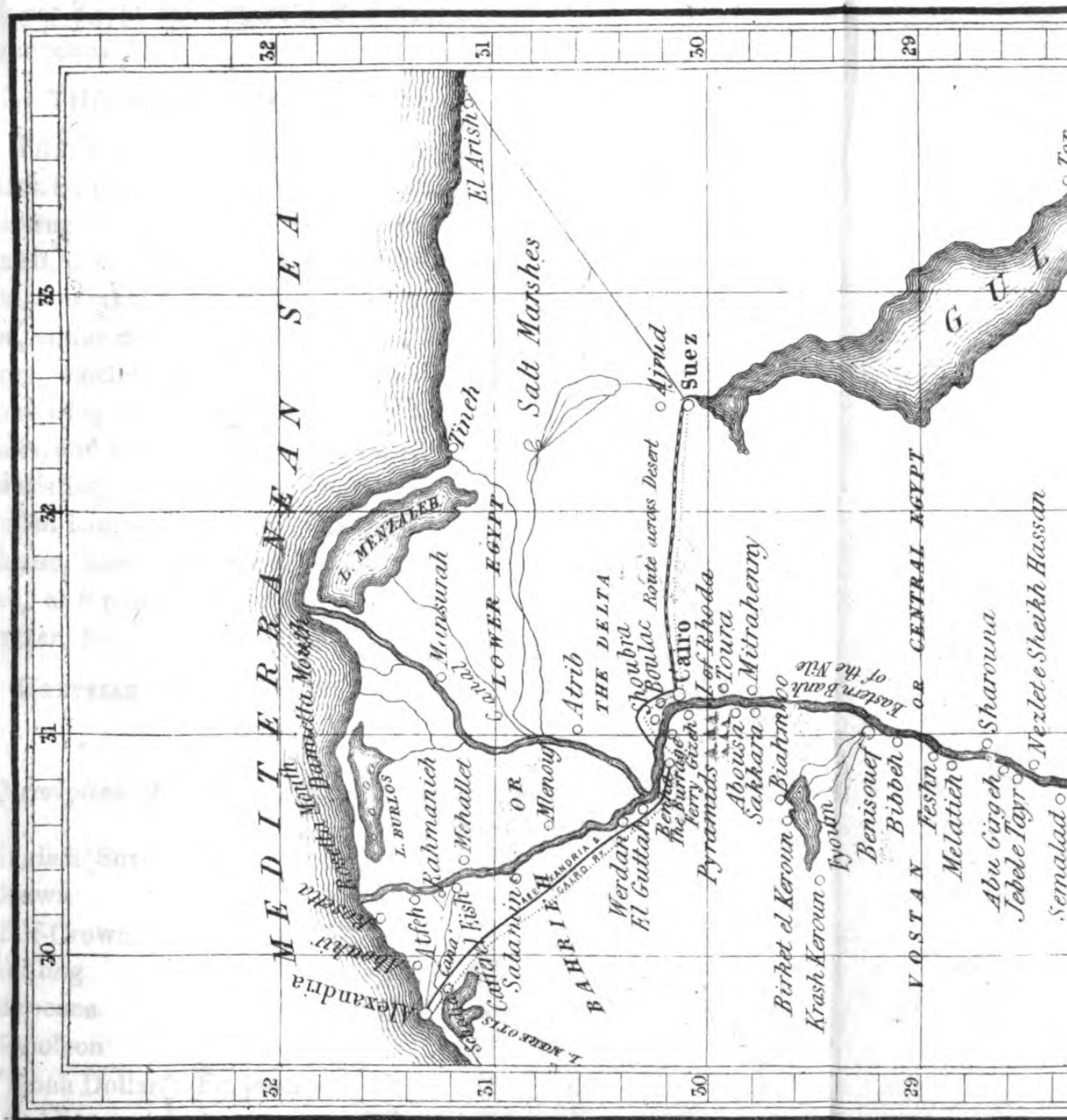
chosen from that body until 1570, when it yielded to the victorious arms of Selim (Emperor of the Turks), after which it continued to be ruled over by Beys appointed by the Sublime Porte. These viceroys distracted the entire country with civil wars, and in 1786 Hassan Ali, the celebrated Turkish admiral, gained several victories over them, but did not subdue them. In 1798 Bonaparte invaded it and defeated the Beys; but in 1807 a British force drove the French from it. The Turkish Pacha, the cruel but talented Mehemet Ali, finding the power of the Mamelukes broken by their conflicts with the French, invited them to his palace, under the pretext of an entertainment, and then had them treacherously slaughtered. This raised him to absolute power. In 1820 and 1821 he sent his son Ibrahim Pacha with an army along the Nile, southward, conquered all the tribes as far as the borders of Abyssinia, overran Syria, parts of Asia Minor, and Arabia, but in 1827 his fleet was destroyed by the united forces of England, France, &c. at Navarino. In 1832 he declared war against Turkey, but through the intervention of British and French troops was compelled to evacuate Syria, &c.; a peace was concluded in 1833, and he was confirmed in the hereditary possession of this country, by paying merely a tribute to the Porte. He advanced the Egyptians in commercial, agricultural, and manufacturing knowledge, effected most important and valuable changes in all the departments of the state, and had the Mahmoodie canal constructed. In 1848, on account of his advanced age, his son Ibrahim Pacha took the reins of government, and followed up his father's policy. He was succeeded by Abbas Pacha (the son of Toussouf Bey, the eldest son of Mehemet Ali, who died in 1818), at whose death Said Pacha the present ruler ascended the throne. Thus Egyptian history may be divided into six epochas, viz.:—

1st. From the foundation of the empire to its conquest by Cambyzes. 2nd. From that period to the death of Alexander. 3rd. From the reigns of the Ptolemies to the death of Cleopatra. 4th. From the government of the Romans until their expulsion by the Saracens. 5th. From the rule of the Saracens to their expulsion by the Turks. 6th. From the vice-royalty of Mehemet Ali to the present time.

References.

Strabo, Herodotus, Diodorus, Juvenal, Polybius, Pliny, Justin, Holy Bible, Brookes, Turner, Tytler,

Alison, Heeren, Ewing, Thomson, Corn- | TARIFF OF WINES AND LIQUORS DURING
well Bartlett Stocqueler Malte Brun



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Austrian Sequin	= 45
Venetian do.	= 46

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-	Beyadieh, 33 miles—by kangia boat; Sheikh
46	Abadeh to Gebel Abulfeda, 38 miles—by
17	kangia boat; Manfaloot to Siout, 13 miles—

by kanga boat; Girgeh to Kasr e Sayd, 63 miles—by kanga boat; Dendera to the Ferry, 4 miles—by kanga boat; Ferry to Keneh, 2 miles—by donkey; Keneh to Thebes, 30 miles—by boat and donkey; Karnak to Luxor, 4 miles—by donkey; Luxor to Gornou Tombs, 2 miles—by donkey; Hermonthis to Esneh, 15 miles—by kanga; El Kab to Edfou, 18 miles—kanga; Hagar Silsilis to Redesieh, 15 miles—by kanga; Jebel Silsileh to Koomombo, 15 miles—by kanga; Isle of Elephantia to Cataract, 3 miles—by kanga; first Cataract to Assouan, 8 miles—kanga; Philo Isle to Bigge Isle, 2 miles—by boat; El Kalabshen to Wadee Halfeh, 12 miles—by kanga; second Cataract to Abusimbal, 10 miles—by kanga.

PLACES ON THE BANKS OF THE NILE.

ON THE EASTERN BANK.

Mehallet, Shoubra, Boulac, Cairo, Isle of Rhoda, Toura, Mitrahenny, Sharouna, Nezlet e Sheikh Hassan, Souadi, Ben Hassan, Beyadie, Sheikh Abadeh (ancient Antinopolis), El Kossayr, Jebel Abu'feda, Maabdeh, Gowel Kebir, Sheikh Hereedi, Ekhnaim, Kasr e Seyd, Keneh, Koft, Koos, Karnak, Luxor, Gornou, Tombs of El Kab, Redesieh, Jebel Silsileh, Koom Ombro, Assouan (ancient Syene), Isle of Schayl, Isle of Bigge.

ON THE WESTERN BANK.

Rosetta, Atfeh, Rahmonieh, Caffer-el-Eish, Salamin, Werdan, El Guttah, Benha, Burrage, The Ferry (Gizeh), Pyramids, Abousa, Sakkara, Pyramid of Howara, Benisouef, Fyoun, Biahmoo, Birket-el-Keroun, Bibbeh, Feshn, Melatieh, Abu Girgeh, Jebel e Tayr, Semalad, Minieh, Eshmumen, Melavi, Manfaloot, Siout, Abontijl, Gowel Garbieh, Tahtah, Itfou, Souihaj, Girgeh, El Kirbeh, Samboud, Fārshit, Haoul, Dendera, Ballas, Nejudeh, Thebes, Erment, E'Dayr, Hermouthis, Esneh, Hagar Silsilis, Elephantine Island, First Cataract, Philo Island, El Kalabshen, Wadee Halfeh, Second Cataract, Abusimbal.

DESCRIPTION OF THE ROUTE UP THE NILE.

In drawing up this route the works of Bartlett, Sir G. Wilkinson, Lane, &c., have been consulted.

HINTS.—The traveller leaves Alexandria in a comfortable barge, towed by a small steamer, on that

monument of despotic and cruel indifference to the sufferings of the degraded Egyptians,

THE MAHMOODIE CANAL,

Which was cut in 1819, by order of Mehemet Ali at a loss of upwards of 35,000 men during the seven months in which it was finished. It is 70 miles in length. Its banks are uniformly dull, and only enlivened by a distant view of the ancient Canopus, now called

ABOUKIR BAY,

The continual passing up and down of boats laden with rice, cotton, corn, &c., and the slow moving Djerm, as far as a populous village called

ATFEH,

Where the canal joins the

RIVER NILE.

The traveller now changes into a tolerably comfortable steamer; but great precautions are necessary not to expose himself to the scorching rays of the sun without being protected with an umbrella, which he should (previous to his departure from England), have covered with white calico. He will constantly be assailed with the worst of the Egyptian plagues, flies, for which there is no remedy, unless, indeed, the traveller be a confirmed smoker—then he will escape much of the annoyances incident from their incursions. The scenery on the

LOWER NILE

is monotonous but interesting. Villages, constructed of mud huts, picturesquely shrouded in palm trees, line the banks, white minarets, crowds of Fellahs, ("peasants"), the distant green valley, yellow desert, sandy shoals, pelicans, flights of pigeons and wild fowl, the light boats, with their motley, gay-coloured groups, rafts of living beings, native cafés in the shady groves, groups of asses, camels, buffaloes, the everlasting sakias, or irrigating water-wheels, the eternal babbling of the Fellahs, the beating of the durrbukka, or Egyptian drum; and all this, seen under a most brilliant and clear sky, tends much to alleviate the dullness of a noon-day trip. The sudden gusts or squalls on the Nile, which nearly half submerge the boat in the river on the leeward side, are very alarming to travellers at first, as they are not preceded by any flying clouds; but in the direction of the desert columns of sand may be seen traversing that arid

space, and approaching the river. Great caution is imperative, if the traveller happens to have embarked in "a light and graceful kangia," and care should be taken that the rope by which the huge sails are fastened to the side should be always kept loose, in one of the boatmen's hands, so that he can "let it go" immediately the squall becomes in the slightest degree boisterous. Thus the wanderer pursues his course, passing near the sites of the ancient and important settlements of the Greek traders,

AUCRATIS AND SAIS,

In whose hands the greater part of the Egyptian trade in the Mediterranean was concentrated. The wretched mud-hutted villages all along the banks of this river produce a sad sameness. The stream flows down with great rapidity, and at the angles of its banks great exertion is necessary to tow the light kangias against it; as when a north wind blows a tremendous swell gets up. The greatest beauty in the Egyptian landscape is the magnificent palm groves. The peculiar and efficient manner in which the soil is irrigated is worthy of the traveller's notice. The Egyptian "sinks a pit in a bank, into which the water flows; it is then raised for this purpose to the surface, by means of a broad wheel, turned by a buffalo. All around this wheel is a band with numerous earthen jars attached to it, which dip into and bring up the water, as it is turned round, and emptying their contents into a channel which runs into trenches through the soil," renders the

VALLEY OF THE NILE

A rich carpet of verdure throughout the entire year, except in the time of the

INUNDATION,

Which commences about the end of June, and reaches its full height at the close of September, when its waters are retained in numerous canals. The water of this river is muddy, its appearance disagreeable, taste insipid, but warm; and although, at first, the traveller experiences a distaste for the far-famed

"SWEET WATERS OF THE NILE,"

Still, in a short time he will consider it a most delicious beverage, and when imbibing it out of the porous clay jars called

GOLLEHS

(the best of which are obtained from Kenah, in Upper Egypt), care must be taken that he does

not outstep the bounds of prudence, and drink too much, which is highly injurious to health. The traveller, as soon as he passes the

DELTA,

At which point the branch of the river, united to that of Rosetta, glides along the spot where the

BURRAGE

(As the place for damming up the waters of this river is termed) is situated, and at which place the present Pacha of Egypt is now erecting a town called

THE CITADEL OF SAID,

And also a railway to connect the "burrage" with the main line, a distance of about six miles, and here it is that the traveller first catches a glimpse of the mighty Pyramids; thence passing on to Shoubra, he has a good view of the Pacha's Villa, which is united to the capital by a beautiful dense avenue of trees, and soon reaches the lively port of

BOULAC,

The landing place at which, since it consists of a long flight of stone steps, without any rails, is exceedingly dangerous, owing to its slippery and slimy state; indeed, many have been the fatal accidents that have occurred to Indian travellers, in consequence of this neglect to provide railings, and sufficient light at night to enable them distinctly to discern the stone steps, which are at times completely covered with slimy green moss, or weed; and it is much to be regretted that the attention of his Highness the Pacha has not been directed to this serious inconvenience, which in many instances has been productive of fatal results. If the traveller intend sojourning in Egypt to visit all its lions, he must, on his arrival at this port, see that his baggage is safely landed, and placed upon a camel, after which he should mount a donkey, and proceed to pay a visit to Hassaneen Effendi, the head of the dockyard, who was educated in England, and who will procure him a boat for the river voyage, then pass through the beautiful suburbs, and enter by the large irregular Esbequech Square the capital,

CAIRO.

HOTELS.—See page 113.

RAILWAYS.—To Alexandria and Suez, several trains daily. Electric Telegraph to Alexandria and Suez.

CONVEYANCES—Donkeys, with boys, 1s. per hour.

CARRIAGES—20s. or 98 piastres per diem.

Walker's Italian Warehouse, in the Esbequech Square, where every description of European or Eastern condiment can be obtained, and all supplies procured for the Nile journey quite as good, and almost as reasonable as in England.

MOST REMARKABLE OBJECTS AND PLACES.—Citadel, on the high crags of Mount Mokattam—Copt Quarter, gloomy in its exterior—Frank Quarter—New Mad House—Jewish Quarter—Sibeels (public fountains)—Bazaars—Wekalehs (khans or large courts opening from the bazaars, for the reception of merchandise, closed at night)—Shopkeepers' Terrace, on the Citadel, commands one of the most magnificent prospects in the world. The capital, with its innumerable domes and minarets, is seen at a glance; to the east is beheld the tombs of the Mameluke Sultans, extending to the desert towards Suez; on the south appears the beautiful verdure of the Delta, and in the distance stands the Obelisk of Heliopolis (the most learned city of Egypt, on which Abraham looked as he entered this wonderful country). The scenery to the westward is magnificent in the extreme. There are to be seen the long range of Pyramids, from those of Ghizeh to those of Sakkara and Dashcor. Near the city the minarets of Fostat, or old Cairo. The solid wall of the Roman Fort appears surrounded by buildings and groves. The island of Rhoda can just be distinguished. In the half-ruined quarter of the city added by the later Arabian dynasties is a large square court, falling into decay, called the Mosque of Toolom, in which are the oldest pointed arches in the world. The finest specimens of Arabian architecture in mosques, tombs, gates, private houses. Mosque of Omer (Old Cairo). The spiral staircase outside the Mosque of Toolom. Square of Roomaylee. Mosque of Sultan Hassan (its superb porch and cornice above it). A Zeffeh, or marriage procession, the traveller is sure to meet. Gateway of the Mosque of Azhar. The principal college of the East, near the above mosque (all admittance into which is generally prohibited to travellers). The Gates of Cairo, viz.: The Bab Zooayleh, in the interior of the city; The Bab-e-Nusr (through this gate the great caravans depart for Mecca); The Bab-e-Footoor. The tombs of the Circassian Mamelukes, viz.: the most remote is the Melek Adel; in the centre is that to the Sultan El Ghoree; the largest and most

beautiful is that of Ashraf Aboo-l-Nusr Kaitbay-e-Taheree, who was buried there in 1496. The mosque attached to it, its lofty minarets, and its dome, is unequalled for its proportions, &c. The mausoleum of El Zaker Berklok. The arrangements of the private houses are worthy of notice.

MOST REMARKABLE PLACES IN THE VICINITY.—Shoubra (Pacha's kiosque and gardens). Island of Rhoda, in the Nile (Mr. Trail's gardens, formed at the expense of the late Ibrahim Pacha). Region between Rhoda and Cairo (in which is situated the mosque of Omer, the oldest in Cairo, the Kasr-es-Shema, the Coptic Buildings).

In this vicinity was the Egyptian Babylon. The Jewish Burial Ground, which lies between the crags of Mokattam and the Coptic Buildings, is a dreary place beyond the Arab cemetery, but the view over the Nile, the site of Memphis, the whole of the Pyramids, the quarries of Tinra, and the valley which leads to the shores of the Red Sea, near Suez, is highly interesting. The plain tomb of Mehemet Ali should be visited; also the

SITE OF HELIOPOLIS,

Two hours' ride from Cairo, the road to which is through Bad-e-Nusr, and past the tomb of Malek Adel (the brother of Saladin); before reaching the mounds of Heliopolis, there is a well of excellent water; and in the midst of citrons and palms, lies an old hollow sycamore, under which it is stated that the Holy Family reposed on their flight into Egypt; but the balsam tree, which was reported to have been brought by Cleopatra from Jericho, is no longer to be seen here. Just beyond the village of Matareeh, the traveller enters the area of Heliopolis. The elevation is evidently artificial; one solitary obelisk, about 62 feet high, alone remains towering above the grove of date and acacia trees. Twelve miles from Heliopolis is Tel-el-Yehood (Mound of the Jews), which is thought to be the site of the Temple of Orion, built by Onias, son of the high priest of Jerusalem, who took refuge at Alexandria, and besought Ptolemy to allow him to erect that edifice. The traveller can, if he wishes, go early in the morning to visit the

PYRAMIDS,

And return to Cairo at night, or if he prefer it, he can camp out the first night, and proceed the next day to Sakkara (the site of the ancient Memphis), or pass the night at Ghizeh, and view the sun rise from

the summit of the great pyramid, a most magnificent sight. As a night shelter can be had in some of the excavated tombs, and milk and other necessities obtained from the Arabs, it is quite unnecessary to make much preparation; still he will act wisely to provide himself with some cold provender, bread, water, brandy, and candles, and Egyptian candlesticks. In all probability the day selected for this excursion will be one when the air comes in hot gusts, like the blasts of a fiery furnace, nevertheless he must continue his route until he reach

THE FERRY

Over the Nile at Old Cairo, which spot is certainly one of the noisiest, and yet most enchanting of all Egypt. The pretty houses and thronged cafés of Old Cairo adorn the banks of the river, which flows rapidly down, and is divided into two channels by the Isle of Rhoda, at the very point of which is built the

NILOMETER,

For ascertaining the accurate rise of that river. On the opposite banks are to be seen rich soil and abundant crops, and at the extremity the sands of the

LIBYAN DESERT,

On the edge of which are placed the wonderful

PYRAMIDS.

As soon as the traveller approaches, a legion of Arabs assail him like flies, proffering their services. To attempt to repulse them is labour in vain; the most effectual means of guarding against their importunities, is for him to take a janissary, well armed, who is perfectly *au fait* at the mode of treatment which those plagues require. The first object which strikes the eye is that of the

SPHYNX,

An enormous head and shoulders, which rises in awful majesty above a sandy ravine, and just beneath the chest of that colossal statue juts out the winged globe on the tablet which was excavated with the paw. The features are considerably defaced, yet, notwithstanding, it conveys an idea of calm repose and serenity. Behind, arise the wondrous and everlasting pyramids, which, viewed by moonlight, have a most magnificent appearance; and here it may be as well to premise, that no traveller should ever sleep out in

the open air in Egypt in the moonlight, without taking due precaution to protect his sight from that luminary, or he will be attacked with that most painful disease,

OPHTHALMIA,

And might even lose his sight. It will be essentially prudent to carry with him a pocket medicine chest, with the most efficient remedy for that painful malady (Sulphate of Zinc and Copper), see page 103. It must not, however, be supposed that all the blind persons that are encountered in Egypt have been rendered so by this cause alone, for the continual glare of the sun, the fine dust which is whirled all over the land from the desert, the sudden transition from dry air to the moist vapours of the river, and the almost total absence of cleanliness, often produces this sad result. Should he, therefore, determine on a midnight excursion to inspect these wonderful structures, he will have to arrange so as to fix his nocturnal abode in the Tomb, which is scooped out in a rock, on which the largest pyramid is reared, and, upon looking up at its height, the traveller will, in all probability, consider the ascent a matter of considerable difficulty. All such feelings must be entirely banished from his mind, for the agility and boldness with which the Arab guides ascend those innumerable steps of masonry is well calculated to set aside all timidity. It is most advisable to ascend

THE GREAT PYRAMID

At the north-eastern corner, because the steps are worn into cracks and fissures, and as the guides (fellahs) are well acquainted with every step and turn of these stupendous marvels, they seize hold of the wanderer's hands, and haul him up, nimbly pointing out to him every fissure. The traveller will do well to rest himself when halfway up, and supporting himself against the stone work, glance downwards on the immense plain of sand which forms the base of these wonderful structures, and take a view of the horizon. On reaching the top there is a small cracked and corroded platform, where he will find cut out, the names, initials, &c., of travellers from all quarters of the known globe.

THE VIEW

From this monstrous structure is truly grand. Two regions are seen most dissimilar to each

other. The fertile valley of the Nile extends as far as the eye can scan, and round its borders is the

LIBYAN DESERT,

Verging to the west, and the Sphynx appears almost diminutive. Beyond the mountains, on the eastward, the Nile spreads its radiance through the immense concave, and the wailing of the winds, as they sweep across the boundless desert, is mournful music. The explorations of scientific travellers have discovered no less than sixty-nine pyramids, which reach from

ABOWROASH TO DASHCOR.

The most probable origin of these colossal monuments is that they were a succession of royal mausoleums, and consequently must be considered as the most stupendous necropolis extant. The length of each monarch's reign is indicated by the size of the structure, as, in all probability, upon his accession, the foundation was laid, and an addition made thereto yearly until his demise. Supposing this view of their construction to be correct, upwards of sixteen to seventeen hundred years must have been occupied in erecting them.

THE DESCENT

Is not so fatiguing or dangerous as might be anticipated. The easiest mode is to leap down from step to step; but if the traveller is in the slightest degree *nervous*, he had better avail himself of the assistance of the Arab guides. Rest will be found not only agreeable but necessary, and such should be indulged in, in a recumbent position, in one of the cool recesses to be found at the base of the pyramid, a capital place to partake of a good, substantial repast. The exertions attendant on this peregrination will, in all probability, provide a good appetite. After having appeased his hunger, the wanderer must, previous to attempting to explore

THE ENTRANCE OF THE GREAT PYRAMID

(Which was built by Cheops), endeavour to make up his mind to turn a *deaf ear* to the incessant clamour of the rapacious demands of the whole concourse of Arabs who may have collected themselves together at the entrance; their name is *legion*, and their boisterous vociferations for alms (*backshish*) unceasing,—to attempt to satisfy, reason, or entreat them

to disperse is utterly useless—no notice ought to be taken of them, and the traveller should continue his explorations, and his greatest astonishment of this awful wonder will be the *massiveness* of the entire fabric. He must descend by the worn foot-holes, but great caution is necessary, because the stone is exceedingly slippery. The entrance is about 4 to 5 feet high, and from that point the descent begins. The passage (107 feet) leads to a subterranean apartment, which is closed by a large piece of granite. The traveller must then mount a few steps, and he will find himself in the

GREAT GALLERY,

From whence, proceeding along a horizontal passage he reaches the

QUEEN'S CHAMBER,

The roof of which is composed of blocks resting against each other in an angular form; the height of the front is nearly 20 feet. He will observe a niche in the eastern end—there the stones have been broken by the Arabs in search of treasure. Returning to the great gallery is a narrow funnel-shaped passage which is termed

THE WELL,

which leads down to the chamber at the base of the fabric, and which it is presumed originally contained the body of the builder. The slope of the gallery is rather more than six feet wide. About 160 feet up this avenue is a horizontal passage, where formerly four granite portcullises, descending through grooves, prevented any persons from entering, but now free ingress and egress is obtained to the principal apartment, which is called the king's chamber, and is constructed of red granite. The

SARCOPHAGUS

Is also of the same material, but the lid and contents have been removed. It is entirely plain, without any hieroglyphics, and rests upon an enormous block of granite, which some travellers suppose was placed there to mark the entrance to a deep vault beneath. The small holes in the walls of the chamber were in all probability constructed for ventilation. Ascending a narrow passage at the south-eastern corner of the great gallery is a small room, only 3½ feet in height, in which was discovered the

CARTOUCHE,

With the name of the founder inscribed upon it, viz., Suphis, similar to that discovered on the tablets in the desert of Mount Sinai. The

SECOND PYRAMID,

Which is supposed to have been erected by Cephrenes, is composed of much ruder materials. It is situated on very elevated ground, and appears much higher than the great pyramid, although in all its dimensions it approximates closely to it. Its smooth slippery casing is still remaining, and consequently it is a feat to ascend to the summit, and it is truly wonderful with what agility an Arab will ascend and descend it. In its interior the sarcophagus of its founder is sunk in the floor. The

THIRD PYRAMID,

Is most beautifully built, although in size much less than the others. It is supposed to have been built by Mycerinus, whose wooden coffin, plain and unadorned, is to be seen in the British Museum. The traveller must now bend his way back to Cairo, and make the necessary preparations for the continuance of his river journey. It is most advisable to perform this trip in the Egyptian winter season, which is most delightful, as the heat becomes intense in the summer as the traveller approaches the tropic. It will be necessary to go down to

BOULAC,

Where he is most strongly advised to apply to Hassaneen Effendi, the head of the docks, who will place him in the way how to hire a boat, the cost of which averages from £8 to £10 per month, or 800 to 1,000 Piastres, which includes the wages of the Reis (captain) and six boatmen. This being arranged, care must be taken that the traveller himself sees the boat *sunk*, or else he is sure to be tormented the whole of his trip with myriads of bugs, which swarm in all the Egyptian craft. To trust to the assurances of the (Captain) Reis or to the surveillance of his servant (Dragoman) to see that such is done is utterly fruitless. He must *not* pay a *para* (as earnest money that he will fulfil his contract with the boat owner) until the boat is actually taken out into the river and cleansed with the sweet waters of the Nile. All kinds of provisions, such as wines, brandy, sugar, tea, coffee, preserved meats, biscuits, some bread (meat, vegetables, and eggs can be obtained at the villages), ham, sardines, preserved milk (and to insure a regular supply of this necessary article it is strongly advisable that a goat should be put on board, and also its provender), candles, Egyptian candlesticks, lucifers, night-lights, and

some of the Patent Vermin Exterminator, should be procured from Walker's, at Cairo, or else taken out from England. Also a medicine chest which must not on any account be omitted, and should contain some sulphate of zinc and copper, which mixed with rose-water, is a good antidote against

OPHTHALMIA,

The most prevalent disease in Egypt. Camphor is also necessary to fill up the crevices in the cabins so as to kill the bugs. A supply of cigars or Egyptian tobacco for smoking ought not to be omitted and above all things a good

REVOLVER,

With the necessary ammunition. As the climate is very cold at night, and the dews extremely heavy, it will be imperative for the traveller to guard against the effects of such, by providing himself with a good maul scarf and railway rug. He should, to protect himself from the rays of an African sun, adopt the Indian fashion, and have his umbrella lined with white calico, and his hat covered with a calico cover, having a long curtain attached to it so as to hang down over the nape of the neck, and invariably wear light-blue spectacles. An achromatic telescope will also be a most useful appendage, and to enable him to ponder over, ruminate, and understand all the country, he is advised to arm himself with Bartlett's "A Nile Boat, and Forty Days in the Desert;" Sir G. Wilkinson's "Hand-Book," Lane's and St. John's Works on Egypt, which are highly amusing, also the American's "Howadji" (a volume of the cheap shilling literature of the day), which is exceedingly well written. If he has any taste, what with his books, &c., &c., matting, carpets, and green blinds, he will soon be able to render his boat quite snug and comfortable; should he, however, scorn paying attention to the little minutiae which has here been laid down for his guidance, he may make up his mind to endure every species of discomfort in that land of plagues. Let him sturdily refuse to give money or "backshish," as the whole Egyptian land term it, to all the lazy Arabs or Egyptians, who assail, pester, and torment every mortal being with that eternal cry, and he will escape imposition but not annoyance, for from the moment he puts his foot on Egyptian soil until he leaves it he will be continually worried both night and day by those plagues, and if he but give a *para* to one, myriads will, comparatively

speaking, hover around him, dinging that everlasting cry into his ears. He must keep the Reis of the boat to his bargain, not pay him a single *piastre* until his trip is accomplished, and place no confidence in him or his crew.

It is the Egyptian custom to use the bastinado to these unscrupulous rascals. Much depends upon the character of the Reis, but the traveller will do well to fore-arm himself against being obliged to have recourse to that "ultima ratio." It is best to set sail with the evening breeze, which will waft the traveller swiftly along the narrow channel which separates Rhoda Island from Old Cairo. Beautiful indeed is the suburban scenery of the sweet Nile, as the boat with its lateen sails glides rapidly along Cairo on the east, the mounds of Babylon and the crags of Mokattam on the west, and the mighty Pyramids, reaching almost to the site of the ancient Memphis, gradually vanish into obscurity. It not unfrequently happens that amidst the maze of

SMALL SANDY ISLANDS

Boats frequently run aground, so the traveller must not feel any apprehension should such occur, for the boatmen will immediately divest themselves of their attire, and, in a perfect state of nudity, jump into the river, shouting and singing, and exert their best endeavours to push the vessel afloat again into the main stream. The traveller passes almost close to the ancient

MEMPHIS,

And at that part of the river the pyramids of Sakkara and Dashcor, as also that denominated the False Pyramid, can be distinctly seen. In about twenty-four hours' run he will reach

BENISOUEF,

The first place of any consequence on the western bank of the Nile. Here it will be found exceedingly hot, and the traveller should not land unless he wishes to walk along the shore and visit the town, which is the capital of a province, the residence of a Bey, and the principal road into the

FYOUUM

(Which should be visited), in which are supposed to be the genuine traces of the artificial reservoir of Mœoris, in which is retained the water of the river after the subsidence of the inundation. At a place called

BIAHMOO

There are some curious ruins, and especially those of two pyramids which Herodotus states as being in the middle of the supposed Lake Mœoris; it is called

THE BIRKET EL KEROUN,

And is a natural lake of about thirty six miles long and seven broad; its level is much lower than that of the Nile. Returning again on board his boat the traveller proceeds down the stream until he reaches

BIBBEH,

A large village situated on an eminence upon the river, and although, like all Egyptian villages, it appears extremely pretty at a distance, the picturesque vanishes the moment that the wanderer lands, his passage being completely obstructed by accumulations of all kinds of filth, heaped up into enormous mounds, the plague of flies, dogs, and miserably emaciated and scantily-clad human beings literally yelling forth with demoniacal gestures, the word "Backshish," or alms. As the boat advances towards Thebes, the valley begins to assume quite a different appearance—there will be seen wild arid cliffs bordering the river on one side, a fertile level on the other, and the Arabian and Libyan chain of mountains advance and recede. The next remarkable place which is passed is

JEBEL E TAYR

(Or "the mountain of the birds"), a row of high cliffs running down to the water's edge, the ledges of which shelter an innumerable quantity of water-fowl. On its summit there is a Coptic Convent, which is remarkable for the number of mendicants it sends forth to beset the wanderers on the Nile, and who assail all travellers for the everlasting "Backshish." The ascent to the convent is by a very singular natural tunnel which is made in the precipice. After which the traveller will next reach

MINIEH,

Which is by far the prettiest town on the banks of this river. As provisions of all kinds are very cheap at this place, a stock should be procured, and the

OLD WHITE TOMB,

situated under a sycamore, visited; the whole of the houses along the river are extremely clean, and the view from the town is truly beautiful. Proceeding further up the river the wanderer should not omit to land and visit the unique

TOMBS OF BENI HASSAN,

Although the walk to it is rather fatiguing, as they lie far up on the side of the hill, but the traveller will be amply repaid by the extensive view which they possess over the valley; the edifices very closely resemble in their style the Grecian Doric, which, in all probability, must have been copied from them. The interior is very plain, the walls are divided by lines into different compartments, and the representations of the domestic manners of the ancient times are exceedingly curious. All the colours are beautifully preserved. As the current is very strong, the boatmen will here be obliged to tack, which renders the journey toilsome to them and tedious to the traveller; so that he must not expect to progress very rapidly up the Nile, still, he will find the mode of travelling very pleasant, provided he has paid due attention to the precautions which have been given him to render it such. The kanga selected should be about thirty feet long, with two masts and large lateen sails; they are all pretty in appearance, and well calculated to sail swiftly; still care must be taken that it is not overturned in any of the sudden squalls which sweep across this river. During the excessive heat of the day, he should sit beneath the verandah which is erected on board. The sides of the main cabin, to which green blinds are affixed, should be kept open in the day time and shut before the evening comes on, so as not to allow the damp air to enter. Mattresses should be placed upon the benches, which can be used as sofas by day and beds at night. In order to prevent the bugs from infesting the boat, it is essentially necessary to have the deck and cabin well washed daily. The after cabin ought to be used as a store and bath room; should rats, however, infest it, a light kept hung up in it will drive them away.

The scenery, as the boat approaches the village of

SHEIKH ABADEH

(The ancient Atinopolis), is beautiful beyond conception, soon after which

BEYADIEH

Is reached; in the vicinity of this village there are several Coptic Convents. After having remained here a short time, the wanderer should pursue his way to the tremendous precipices of

JEBEL ABULFEDA,

Which are on the Arabian side, and which hang over the swift current. As the boat passes under this scene of terrific grandeur, in the clefts can be distinctly discerned many caverns, which, it is thought, were formerly inhabited by ascetics; after which the boat advances to the rapidly declining town of

MANFALOOT,

Around which the river winds itself with such force that it has, and still continues, to carry away large portions of the place. The appearance of this town at night is extremely strange, as it is not unusual to find the entire place filled with people scantily clothed, sleeping in the open air, regardless of the dust, sand, dogs, camels, and asses, all of which are mixed indiscriminately together. It may be as well to inform the wanderer that, in the mountain range opposite, are the celebrated

CROCODILE MUMMY CAVES,

Which have been examined by some travellers with so much interest. The next place at which he should land, is the good sized town of

SIOUT,

The capital of Upper Egypt, residence of a Governor, and contains some handsome mosques; its suburbs are extremely pretty, and he will do well to visit the

MOUNTAIN RANGE,

In which are a great many sepulchres, the view from which, overlooking the valley of the river, is not only extensive but magnificent. There are generally a great many caravans of slaves to be seen at this place, which arrive from Darfur, having been brought across the arid desert from the great Oasis, during which journey an immense number frequently perish. From this place the boat proceeds to

GIRGEH,

The scenery along the river being exceedingly picturesque and beautiful. At this point the wind generally blows rather strongly, and when close to the magnificent crags of

GEBEL SHEIK,

It will, in all probability, be found necessary to keep a sharp look out after the boatmen, as the breeze generally freshens. He should not omit to visit the

RUINS OF ABYDOS, OR THIS,

Which are situated a few miles from this town; and consist of the remains of two temples, but are partly sunk in sand, &c. As the boat glides along, the scenery in the vicinity of

KASR E SAYD

Is exceedingly fine, and here is seen the Dom or Theban Palm, which, being blended with the date tree, makes the richness of the scene quite fairy-like. It may not be amiss to draw the traveller's attention to the different manner which is adopted in Upper Egypt in irrigating the land—there the Sakia entirely disappears, and the Shadoof takes its place. This machine consists of two pillars of wood, having a horizontal bar across, the levers being formed by the branch of a tree, a heavy weight made of mud being fastened to one end, and at the other, a vessel which descends into the river, and is hoisted up by the weight to the level of the land, out of which the water is poured into a trough, from whence it is dispersed in channels all over the surface of the land. To work this instrument is most toilsome, the labour being hard almost beyond conception. The boat then proceeds to

DENDERA,

At which place the traveller should land, and visit the temple, which is well worth the trouble; but care must be taken to use plenty of candles, for the bats, snakes, and insects are extremely numerous. It is advisable to let the kangia proceed to Keneh whilst the traveller crosses the ferry; but as there are generally a great number of people at this place, he had better take one of the boatmen with him to show him the passage.

KENEH

Is one of the busiest places on this river above Cairo, on account of its being the place where the Egyptians set out for the port of

KOSSEIR,

Which is situated on the Red Sea, and is reached by a journey of three days across the desert. At this place, the most dissolute of all Egypt, the

GHAWAZEE, OR DANCING GIRLS,

May be seen to perfection. As the boat glides away from the town a view is soon obtained of the site of the

ANCIENT COPTOS.

The eastern desert to Berenice, and about noon the immense plains of

THEBES,

And its distant ruins, begin to show themselves. Karnak and Luxor are on the eastern side. Memnonium and the awful Colossi on the western; but the grandest feature is the lofty mountain of yellow sandstone. There are no buildings on the river side. The traveller will, on his landing, soon be beset by a whole tribe of donkey boys, accompanied by vendors of curiosities, who dwell in the tombs in the cliffs of Gornou, and hasten to the water's edge as soon as a boat is descried. Karnak, the most stupendous of all the ruins is situated on the Eastern bank. Luxor is also on the same bank, but those on the

WESTERN BANK

Are inferior in size—still the tombs render that side of the river equally as interesting. The traveller should visit the environs of the landing place first, viz. :—the small Temple of Old Kooreh. Mounting a donkey the traveller enters on a valley which leads up into the centre of the hills, in the rear of the city. This is a dreary ravine, extremely desolate in appearance, with rocks overhanging its sandy bed. Proceeding for about half an hour in this defile he will reach some perpendicular precipices, at the foot of which are those dark apertures, the entrances to

THE TOMBS,

Which are entered by means of a ruined staircase. The guides must light their candles, and then the wanderer will have a fair view of the Hall of Beauty, which is supported by four columns, on which are numerous paintings. Adjoining to it is another chamber containing some unfinished paintings; and proceeding into the recesses, a staircase at the nearest end leads to two other passages and another chamber, into the great hall, which is larger, and is supported by six pillars, with two other apartments, and at the extremity is an oblong covered saloon, in the middle of which formerly stood the

SARCOPHAGUS

Which now adorns that unique museum of the late Sir J. Soane, in Lincoln's-Inn-Fields, which should be visited by all admirers of antiquities and designs. In some other small rooms are various sculptures.

These chambers are hollowed out to a length of about 300 feet in the rock, and are all more or less covered with subjects which possess a mythological signification. As he makes his way out of these dark recesses the contrast of the burning sand is wonderfully great, and the glare so dazzling that he will gladly enter what is now termed

BRUCE'S TOMB,

So named after the indefatigable Abyssinian traveller of modern times. This edifice will not be found so regular or extensive as the first one, notwithstanding that it pierces about 400 feet into the mountain. One of the most remarkable sepulchres is that in which the descent is more gradual than in the others. If the wanderer feels disposed to climb up a pathway (which is extremely steep), he will reach the top of the mountain, from whence he will have a good view of the chasms below, all about which are scattered the dark inlets of the tombs. The view comprises that of the Grand Valley, Nile, distant Arabian hills, Assaoseef, and its regions of tombs, and the Libyan mountains, on the verge of which stand most conspicuously the ruins of the Memnonium, which appear from that eminence a distinct mass, and on the left is to be seen the village of

GORNOU,

The path to the right leading to the ruins of

MEEDENET HABOU,

And behind in the distance is the

LAKE OF BIRKET HABOU.

In the midst of the view stands out in solitary grandeur that immense statue, the

VOCAL MEMNON,

Beyond all these can be seen the village and temple of

LUXOR,

And to the left, at about a mile and a half distant, are the columns, &c., of Karnak. Descending from the pathway along the sandstone precipices beneath, is the temple of

DAYR EL MEDEENEH,

A very elegant little edifice, which the wanderer should not, on any account, omit to visit. After having examined it, the walls and mounds of

MEEDENET HABOU

Will next present themselves. This is an extensive group of colossal edifices, consisting of a temple and palace, with a smaller one on the south. Two lodges are at the entrance of the palace and pyramidal tower. There is a passage which goes under the inner part of the building, and in it are several apartments. The rooms are very small, but contain sculptures illustrating the private life of the king. The exterior architecture is curious. There is a passage under the palace which leads to the temple, the entrance to which is between two propylæa of lofty dimensions. The sculptures on the walls are excellent, and those on the outside of the building represent the whole incidents of a campaign with some foreign enemy. Proceeding along by the cultivated land, passing the ruins of former buildings, tombs, and remnants of colossal statues, the traveller reaches the magnificently grand ruins of the

MEMNONIUM.

The propylæa which forms the entrance to the first court is extremely large, and is covered with sculpture. The fragments of the statue of Syenite granite are gigantic; the figure is 22½ feet across the shoulders, and 14½ feet from the neck to the elbow. The architecture of this building is elegant. The

GRAND HALL

Is supported by twelve massive pillars. Its sculpture and the devices are superb, and it is unquestionably the most *elegant*, if not the *grandest* of all the ruins in Egypt. There is a curious incident among the battle scenes on the south wall, which represents the attacking of a fortress, the whole effect of which is extremely natural, and very beautifully executed. Very near the outside of these ruins are to be seen some

CRUDE DRIED BRICKS,

Of which the enclosures of the temple are built. These are, however, very interesting, owing to its being generally supposed that the Israelites, when captive in Lower Egypt, were employed in making them, most of them being composed of clay and chopped straw. They average in length about 15 inches, 6 wide, and 4½ in thickness. After having inspected these ruins the wanderer ought to proceed to the

VOCAL MEMNON,

But should the inundation of the river have advanced much he will be unable to reach as far as its base. This statue and its companion appear to have suffered more from time than any of the other monuments, the features being scarcely discernible, and the limbs fractured. It is rather remarkable that no specimen of the stone from which the two sitting statues have been formed has been found, within several days journey of the place, and there is no doubt but that the granite of the Memnonium was brought to Thebes from the

CATARACTS,

A distance of 135 miles. Many travellers have journeyed to this statue (the Vocal Memnon) before sunrise, to listen to the responsive sounds supposed to issue from it, but there is every reason to believe (as their curiosity has not been gratified by the marvel being realised), that it was some chicanery of the priesthood, or that they possessed the art of ventriloquism, but Sir G. Wilkinson, when striking the stone with a hammer, imagined that it was brass. There are a few remnants of a temple at

KOM EL HATTAN,

And it is probable that these statues were connected by a long avenue, which extended across the western part of Thebes, and thence to Luxor by a ferry, making it the high road of the ancient city.

THE MUMMY PITS

Are most singular spectacles. Some bodies are merely dried, others enveloped in fine linen, but all are mingled together in charnel house confusion. The

TOMB MEN,

Who live at Gornou, in the sepulchres, plunder all the mummies, and sell everything that they find, either curious or valuable, in these immense cemeteries. Now, quitting this inhospitable region, the traveller must hasten to regain his kanga, and enjoy the comforts of his ark on the Nile, hoist his sails, and cross from the Libyan to the Arabian side of the river. The view of the

TEMPLE OF LUXOR,

As it is approached from the river, is beautiful in the extreme, and should the sun be shining through its massive columns, the picturesque of the scene will be considerably heightened.

Scarcely will he have landed at the old Roman pier before he will be regularly beset by dancing girls, donkey boys, and guides, accompanied with the eternal yelling for "backshish." The temple, most unfortunately, is so hemmed in with mud-huts and modern buildings, that the grandeur of the structure is considerably lessened. The most celebrated portions are

THE OBELISK AND PROPYLÆA,

Or gateway towers; the former is deeply embedded in sand. The hieroglyphics are about 2½ inches, which is uncommon, and produces a curious relief and sharpness. Behind the obelisks are two sitting statues of Rameses II.; there is an extraordinary contrast between the grey hue of the granite and the sand. On the noble propylæa, which rises behind on its extensive façade, is exquisitely delineated a magnificent battle-scene. The sculpture, however, is so much injured that, although it is one of the most elaborate scenes to be found at Thebes, still it is with great difficulty that its details can be accurately understood. The traveller should now mount a donkey and gallop across the plain to

KARNAK,

Which bursts upon his view in majestic grandeur. In the centre of this immense field of ruins is a magnificent gateway, behind it the small temple of Rameses IV., and to the right a majestic propylæa, beautifully situated among a grove of palm-trees, which forms the ancient entrance to the

RUINED COURTS.

The pylone is decidedly the finest specimen of Egyptian architecture extant, the proportions are colossal, and the relief of the cornice magnificent. The

SMALL TEMPLE

In the rear of the gate ought to be carefully examined, and then the traveller should proceed to the principal entrance by the colossal propylæa facing the water, which looks towards the

TEMPLE AT GORNOU.

Proceeding to the summit he will obtain a most extensive and interesting view, since, as far as the eye can roam, there appears nothing but a

WILDERNESS OF TEMPLES

In all stages of decay. The country beyond ancient Thebes is seen, also the lonely plain with its groves of palms, the distant mountains and tombs

of Libya, which altogether form a most extraordinary and yet interesting scene. In the great court of the propylæa (which is of large extent) the external wall contains a sculptured picture of

SHISKAH,

Mentioned in the Book of Kings, leading his prisoners captive. Beyond the side of this court, on the right hand, is the propylæa of a

SMALL TEMPLE,

And a noble gateway by which the traveller enters, whilst to the left are a number of ruined propylæa. In the right-hand corner is another temple, buried under accumulated ruins. The approach to the court from the external propylæa is by a noble row of columns. Passing through this second propylæa, the traveller must proceed under a ruined vestibule and high gateway, and seat himself down. Here he will have a beautiful perspective of this magnificent pile. If he proceed down the central avenue of the

GREAT HALL,

He will have an excellent opportunity of examining the basis of the superb columns, the obelisks, the enormous masses of walls and propylæa, all of which are covered with the portraits of sovereigns who were once adored as gods, and the whole appears a

LABYRINTH OF RUINS,

The work of a great people, whose knowledge was proverbial in days gone by. The temple is about 168 feet by 328, having an avenue of 12 columns, whose height, without reckoning the pedestal or abacus, must be about 65 feet, and 12 feet in diameter, besides about 120 smaller ones, of about 39 feet in height and 25 feet in circumference, placed in seven lines on the sides of the former. There are also two towers closing the inner part of the hall, beyond which stand two obelisks, one of which occupies its original place—the other must have been broken through violence. The plan of this temple appears to have been extremely intricate, as even now it is puzzling to the explorer, who, passing through the ruined propylæa, reaches another court, in which are two obelisks of immense size; the one standing is about 91 feet high and 7 square, having a peristyle of figures. There is a handsome vestibule before the gateways, which forms the façade to the sanctuary, which is composed of red granite, and contains two apartments, surrounded by several small chambers, from 28 feet by 15 to 15 feet by 7. The walls are

beautifully polished, and the whole is most exquisitely finished. The central portion of the hall is not less than 75 feet. The finest specimens of historical sculpture are to be seen on the eastern external wall, and the genius of the Egyptian artists here appears to have reached its acmé. Should the traveller be so fortunate as to inspect these ruins by moonlight, their beauty and interest will be considerably enhanced, and a ride, on such a night, across the plain to Luxor will be found delightfully refreshing. Again ensconced in his kangia, he must proceed up the Nile until the boat reaches

HERMONTHIS,

At which he should land, and visit a small elegant temple, which is, however, fast falling into decay. The next place of interest which he reaches will be

ESNEH,

Which is the rendezvous of the dancing girls. Here he must visit the

TEMPLE,

Which is a beautiful specimen of the Ptolemaic style; descending inside he will find the columns high, but embellished with beautiful and exquisite designs. Continuing his route on the river the wanderer should land and visit the grottoes of

EL KAB OR EILYTHIAS,

And also the magnificent temple at

EDFOU,

Which is situated not far from the river; the external wall is entirely complete. Its dimensions and grandeur are truly surprising. As the traveller passes between the gateway towers he enters the first court which is still entire, with its corridors, pillars, and the flat roof, formerly used as a promenade. There is a superb corridor at the end of the court, which forms the vestibule, the beautiful capitals of which are standing, and the colours still retain their freshness. The interior is almost entirely choked up with rubbish. The walls are exceedingly high and strong. The town of Edfou is miserably dirty, and its inhabitants are in a state of abject poverty and misery. Entering his kangia, the wanderer must sail up the river until he reaches the celebrated

PASS OF HAGAR SILSILIS

(Or Rock of the Chain). This spot is remarkable from being the only place where the Nile is bordered on both sides by lofty precipices reaching to the water's edge, and drawing the current into a small space. There are curious ancient grottoes cut in the

crag, which are worth
interesting object is the

SANDSTON

Which are situated on b
extent of these passages
here is extremely pow
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visible, and the river,
spacious, has the beaut

ISLAND OF

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a high eminence on the
on the left, which proj
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the distant hills, all of
ruins and tombs. Thi
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FRONTIE

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but here are to be s
The Nubians are tall
are more massive in
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SYENE

Where Juvenal died
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MAZE OF

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particular attention, not expose an umbrella, and be covering, with add bathing in the never attempt to, no "backshish." dragoman. Insisting their duty, and ally with them, in nence—in fact, to a tight hand over own keeping, and y; and if he has trunk or case, he. No confidence the kangia. His d, and a quantity water should be d provide himself d have them in as at when on shore Egyptian candle- ed by the servant. subject to a fine,

r.—Lake Mœris, rence, anciently s in the middle Mœrotis, which ranean; Grave 1,700 feet in cir- uins of Temples, ire of Osymand- a rams' heads; eir Halls, Roof bs (inhabited by Hall of Beauty, near Memphis, es. The Laby- in Hassan, Too- eluke Sultans, lakias, Statues Propylœa and racts, Dancing ts, Slave Mar- ross the Delta, ural Grounds, tc. The river

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has
this

SKELETON OF ROUTE No. 2. FROM ALEXANDRIA TO BOMBAY.

Miles from London.	Names of Station.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India by the Bombay Mails, which sail from Marseilles on the 4th and 19th, or by the Calcutta Mail on the 1st and 27th of every month.		Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Log- gage Allow- ed free.	Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.		
													1st Class.	2nd Class.	Hotel.	Incl. dental.	1st Class.	2nd Class.	
			D	H.	D	H.	D.	H.	1st Class.	2nd Class.									
2361½	Alexandria, via Route No. 1	} Rail	7	6½	4	0½	11	7	336	168	lbs.	14s. per cwt.	£ s. d. 24 15 0	15 4 10	2 18 5	2 2 0	39 5	20 5 0	
130	Cairo		7	13½	4	3½	11	10	336	168	lbs.	..	..	£ s. d. 1 11 6	1 0 9	0 10 0	0 8 0	2 9 6	1 18 9
80	Desert		7	13½	4	3½	11	10	336	168	small bag only	40s. per cwt.	£ s. d. 26 6 6	6 5 7	3 8 2	2 10 0	32 14	8 24 3 0	
271½	Suez	} bus.	7	21	4	17½	12	8½	336	168	..	40s. per cwt.	£ s. d. 34 6 6	6 20 0	4 18 2	3 0 0	42 14	8 27 18 0	
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LONDON TO ALEXANDRIA.—See Route No. 1, pages 69 to 112.

CAIRO.

Population, 300,000. (El Kahirah, the Victorious).

HOTELS.—Shepherd's (the best), Colomb's, and Williams'. Tariff (the same as at Alexandria): board and residence, £1, or 98 piastres per diem. All drinkables to be paid for extra. Dragoman, or valet de place and interpreter (arrant knaves), 25 piastres, or 5s. per diem. Donkeys, 5 piastres, or 1s. per hour, with boy. Carriages, 98 piastres, or 20s. per diem. Sherbet, 17 paras, or 1d. per glass. At Walker's Italian Warehouse, travellers can procure almost any Eastern or European condiment.

OMNIBUSES to Boulac, to meet the Nile steam packets. Railway to Alexandria and Suez, see page 91, and also to Lake Moerotis. Telegraph to Alexandria and Suez, see page 88.

RAILWAY.—To Suez and Alexandria.

MOST REMARKABLE OBJECTS.—Fortifications. 300 Mosques, Pacha's Palace, Joseph's Well (300 feet deep), Nile Meter, Bazaar, Square, Public Buildings, Gardens, Burial Grounds, Barracks, Military College, especially the Gate towards the Mosque of Hassan, where the Mamelukes were slaughtered.

MOST INTERESTING OBJECTS IN THE VICINITY.—The Pyramids of Jireth on the other side of the Nile—the largest, that of Cheops, being 400 feet high, and covering 13 acres. Obelisks of Heliopolis, 3 hours' journey. The Pacha's Palace at Shereben, (1 hour), Rhoda Island and Gardens, Petrified Forest and Toura Quarries.—Sukharu, Site of Memphis, Ruins of Mataresh. See also the Nile Route, page 97.

HINTS.—The traveller, if a smoker, will do well to purchase his pipes here, also a few Egyptian paper lanterns and fezes (caps), both of which he will find extremely useful to him when in India. On arrival at the hotel order a bedroom, then proceed to office, learn the time of the departure of the train across the desert railway. If, however, the traveller has proceeded by the French packet, and arrived at Alexandria before the English mail, he can hasten on to Cairo, and there await its arrival, and leisurely visit the lions of that place and its vicinity. Having made up his mind as to the method of crossing the desert, (this observation only applies to travellers who have arrived at this place some time prior to the Overland Mail, as those who travelled with it must proceed, *via* railway, in-

stanter) return to the hotel, take a bath, make the most of his sojourn in Egypt; and give no backshish (money) to attendants or beggars.

DESERT JOURNEY (distance 70 miles, now performed by railway in 10 hours, including a stoppage of 2 hours at station No. 12, for refreshments. From thence to Suez, about 36 miles, per omnibus, in 4 hours; to which place, the whole line of railway will ere this no doubt be open. The traveller must not imagine that the appearance of the desert is disagreeably uniform and monotonous, for such is far from being the case. The ridges of sand here assume a variety of shapes and forms, and the route is occasionally enlivened by a few short stunted shrubs, growing at considerable distances from each other. Here and there may be seen the mausoleum of some great and rich Arab or Egyptian, who perished in this place when *en route* to Mecca to perform his pilgrimage; the skeletons of camels, who have died when crossing; a number of those useful animals (carrying baggage) walking quickly along in a line, *via* the old caravan track, and tied to each other by a cord which is passed from head to head, their burdens being slung across them in nets like donkey panniers. Now and then are passed a troop of travelling Arabs, with their wives and domestics, on donkeys and camels, armed to the teeth. If this part of the journey is traversed on a moonlight night, the howling of jackals and laughing of hyenas may be heard in the distance, and occasionally they cross the travellers' path at a desperate pace when in pursuit of prey. The Pacha of Egypt's Palace is situated at some distance from (but opposite to) the Central station, and when that Prince is residing there several leash of greyhounds may frequently be seen in the morning out exercising with their keepers; sometimes the homeward bound trains are met coming across. Should the traveller have reached Cairo some days before the arrival of the Indian Mail, he can hire a guide and donkey, and cross by himself leisurely, taking care to have a desert umbrella, which has curtains to it like those attached to a shower bath, which close quite round him, having two glasses fixed in them through which he can distinctly see every object as he travels along, which protects his sight from the glare of the sun, and screens himself from its scorching rays. As the train approaches Suez, the mail packet is seen laying at anchor off the bay, and mount Sinai, looming in the background. A urinal will be found

a great comfort to travellers on this route. The thirst experienced along this part of the journey is intolerable, which should be allayed by weak brandy, and soda water, or oranges, but on no account ought water to be drunk—indeed, it is advisable to avoid taking either tea or coffee—pale ale is by far more preferable. The traveller should not neglect to have his luncheon-case filled, and his flask full of brandy, as the stomach is here often attacked with cramps. The dew falls very heavily at night, which prevents the sand from flying about if the wind is not high, and in the day time it is requisite to tie a veil over the hat and under the chin, so as to keep the sand out of the eyes, and protect them from the glaring effect of the burning rays of the scorching sun. At night the body must be well muffled up and the loins kept warm. The Maud shawl, which the traveller has been advised to purchase, should be wrapped round him as the Orientals gird their shawls around them. We then enter that miserable hole,

SUEZ.

Population, less than 8,000.

HOTEL.—Shepherd's, a large building, but badly conducted. **Tariff**—the same as at Alexandria.

STEAMERS.—The Peninsular and Oriental Company's Steamers sail outward bound, with the Bombay mails on the 12th and 27th, and with the Calcutta mails on the 4th and 19th of every month, and arrive homeward bound on the 4th, 8th, 19th, and 24th of every month, and the European and Australian Royal Mail Company's vessels sail on the 6th and 20th. These vessels sail twelve hours after the arrival of the mails. Railway to Cairo and Alexandria finished, see page 113.

STEAM PACKETS.—Pacha's men-of-war.

A **STEAM TUG** conveys passengers to the mail packets in the offing. Fare, 2s., or 10 piastres, each traveller: but this amount is included in the passage money charged through to passengers by the Peninsular and Oriental Railway to Cairo and Alexandria.

Telegraph to Cairo and Alexandria.

MOST REMARKABLE OBJECTS.—Small Battery, Bazaar, Hotel, Custom House, Gate (entering from the desert), Landing Place, Mosque, Coal Depots, &c.

The French Engineer, M. Lesseps, is now engaged in forming a canal across this Isthmus (72 miles) from the Mediterranean Sea to the Red Sea. It is to be walled 21 feet deep, 96 wide, and 180 feet

at the water line, to flow from the head of the Red Sea to the Mediterranean at Tineh (*i.e.* from the Bitter Lake to Sababyar, and thence across the Isthmus to Tineh; but the British Government have most strongly opposed this undertaking.

MOST REMARKABLE OBJECTS IN THE VICINITY, viz.:—Mounts Sinai (the visitors to the convent of St. Catherine are at this spot drawn up in a basket) and Horeb (the whole mass is called Djebel Mousa), or Moses' Mountain.

HINTS.—On arrival proceed to hotel; select bedroom, take a bath, and retire to rest until the refreshment is ready. Table d'Hôte at 9 a.m., 2 and 6 p.m., and always about a quarter of an hour after the arrival of the trains from Cairo. Make inquiries at the Railway Office if anything has to be paid for overweight of luggage (for if the traveller does *not* make these inquiries himself, he will not receive any notice from the Company, and then his baggage will not be transferred to the Indian packet). If proceeding to Bombay, &c., he must make inquiries at the hotel as to the time the purser of the Peninsular and Oriental Company's vessel has appointed to allot accommodation to the passengers going to that Presidency, at which period he must attend in the withdrawing room of the hotel, and pay the whole amount of his passage money in *sovereigns*, which are received at Rupees 10 each; and here it must be most distinctly understood that *sovereigns* only will be taken—bank notes or circular notes will *positively* be declined.

The town of Suez is built on a low, sandy tract of land; its appearance is most miserable, and scarcely any object therein deserves an instant's notice. The heat in the day is oppressive, and the glare of the sun very injurious to the sight. The absence of all appearance of verdure presents one of the most desolate scenes conceivable. The traveller should use spectacles and an umbrella, to guard against a *coup de soleil*, or stroke of the sun, and wrap himself up in the evening to avoid catching cold from the heavy dew that falls at night. On no account should water be drunk at this place, for it is *absolutely* salt. Tea and coffee ought to be avoided, as they taste of the saline matter. Beautiful oranges are generally to be obtained here, and the traveller will act wisely to procure a stock of them for his Indian voyage. Should he have rested sufficiently, he may bend his way to the pier, where he will be highly amused at the manner in which the camels

deposit their burdens on the ground, and will be equally astonished to find that not a single article has been injured or lost, notwithstanding the heterogeneous mass of large and small packages which have been transported across the desert on the backs of those docile and valuable animals. We then proceed by steamer.

SEA VOYAGE (Red Sea, 8 days).—The view, on quitting Suez is picturesque. Mount Sinai stands back in bold relief, and the appearance of the light sandy-coloured hills is interesting. The steamer proceeds for about 28 miles down the Gulf of Suez (with ridges of table land about 3,000 feet high on both sides) which joins the Gulf of Akaba, on the Arabian side, where both flow into the Red Sea, which forms one of the western boundaries of Asia, and is supposed to have derived its name either from the quantity of red coral found in it, or from Edom (which signifies red) which was on its eastern shore. It is remarkable for the number and size of its coral reefs, which are plainly seen at times, as the water is distinctly clear. Dr. George Buist, LL.D., F.G.S., the learned and talented editor of the *Bombay Times*, has stated in a paper which he read at the Royal Geographical Society, "that its length is 1,280 miles, breadth 200 miles, depth 400 feet, and its contents are estimated at 800,000 cubic miles." But although English steam packets are now constantly passing and repassing, scarcely any accurate knowledge is possessed of its physical geography. It is also worthy of remark, that the intercourse between India and Europe seems to be in part restored to this 'its old channel. Two remarkable rocks, called the Two Brothers, are passed about midway between Suez and Aden. A short distance previous to entering the straits of Babel-Mandel (which signifies Gate of Tears, most probably so called from the number of vessels wrecked in passing through it in the earlier times of navigation), if the weather is clear, Mocha, so famous for its delicious coffee, which grows in the mountains of Yemen, can be distinctly seen. This portion of the Overland route is by far the most dangerous and trying to climatised as well as unclimatised constitutions, and many old Indians on their return, and Europeans on their passage out, have found watery graves in this sea, owing to the effect which the climate produces on the constitution. It is so intensely hot, that although double awnings

are placed over the decks, still the rays of the sun penetrate, and render the atmosphere, whilst sitting on deck from 8 a.m. to 3 p.m., almost unbearable. This is one of the principal causes why European troops were not sent overland at the first outbreak of the Indian rebellion in 1857. Rarely is there a breath of wind, the body becomes heated, and recourse is had to drinking soda water and pale ale to assuage the burning thirst which all travellers experience, whether they traverse it for the first or sixth time. Aperient medicine should be taken a day or two before entering this sea. Sometimes, however, the weather is boisterous, and the wind blows terrifically; then there is much danger in the passage, as should the vessel be cast upon either the African or Arabian shores, the inhabitants would mercilessly plunder the ship, and lead the passengers into slavery; this has often taken place among small trading vessels. During this part of the journey the traveller will derive much benefit from his stock of oranges, should he have provided himself with such at Suez, as recommended. An aperient draught, if taken occasionally at this time, will tend to prevent an attack of fever. It is in contemplation to lay down a submarine telegraph across this sea to Aden, and thus connect Suez and Aden by telegraph. Scarcely any vessels are passed except a few Arabian or Egyptian boats, conveying pilgrims to Mecca (population, 30,000) the resort of all piously disposed Mahometans, it being the birth-place of their prophet (Mahomet), who was driven from that city in A.D. 622, hence that epoch is called the Hegira (Flight) Mahometan era. We then steam close to the Island of Perlm about 1½ mile long, well sheltered, and off which 40 ships of the line could easily anchor in smooth water 100 yards from the shore; it was taken possession of by the Honourable East India Company in 1857, and is a most important station, as it absolutely commands the entrance of this sea, and a few ships of war stationed here could at any time close the passage—which in case of war would be done, as, should the Isthmus of Suez be opened, this sea will become the commercial route between Europe and Asia. A temporary arsenal, fortifications, and store warehouses have been already erected, and a detachment of artillery of the Indian army have been stationed there. It is barren, but supplies, &c., can be obtained from Aden. Not far distant lie the

Kooria Moorla Islands, which were surveyed in 1836 by Commander Haines, I.N., on which upwards of 500,000 tons of Guano lie, which is now (1858) being shipped to England by a Liverpool firm, who value it at £11½ per ton. The Island of Kusike contains five natural harbours, in which seventy ships can anchor in smooth water from September to April. Soon after which, the high blue conical peaks of Aden are discerned, and the vessel drops anchor in its roadstead.

ADEN.

Population, 20,000.

COALING DEPÔT.—Steamers take about twelve hours coaling.

HOTEL.—The Prince of Wales, a well-arranged, clean, and commodious establishment. Tariff—Room Rupees 3; breakfast, Rupee 1½; dinner, Rupees 3; coffee, Rupee ½; beer, per bottle, Rupee ¼; bath, Rupees 5; lemonade, per bottle, Rupee ¼; soda water, per bottle, Rupee ¼; Marsala wine, per bottle, Rupees 2; sherry, Rupees 3; champagne, Rupees 4; tea, Rupee 1; attendance, Rupee ½.

SAILING VESSELS arrive with coal from England, and then proceed to India or Australia seeking freight.

HORSES.—Rupees 2 per diem.

CARRIAGES.—Rupees 5 per diem (very scarce).

BOAT HIRE.—Rupee ¼ or 6d. each person, for landing and returning to vessel; the boatmen, (arrant knaves) are wild Arabs, with red hair.

The Peninsular and Oriental Company's steamers arrive here outward bound with the Bombay mails on the 2nd and 18th, and with the Calcutta mails on the 10th and 25th of every month; and sail homeward on the 3rd, 11th, 17th, and 24th of every month. From Bombay on the 9th and 24th, and sail for that port on the 3rd and 18th. Also from the Mauritius on the 25th, and sail for that port on the 26th. The European and Australian Company's vessels arrive here outward on the 3rd, and homeward on the 18th of every month.

MOST REMARKABLE OBJECTS.—The peculiar conical hills of barren blueish colour quartz rock, of which this place is composed, certainly indicate that they are of volcanic origin. The Turkish Wall, where the camp of the British force is situated, lies about four miles in the interior, the side to which, from the beach, is unsheltered, and completely exposed to the burning rays of the scorching sun; to visit which, the traveller should not

expose himself, unless he proceeds in a covered gig or carriage of some kind, for to attempt to gallop along that road is dangerous, and likely to bring on fever, or produce a *coup de soleil*. The curious manner in which the houses are constructed and built in the sand, is worthy of notice, all being made of bamboo. The hotel is decidedly the best building here; it is situated at the edge of the beach, erected upon a kind of terrace, and consists of one immense ground floor, having a well protected verandah entirely round it. The accommodation it affords is excellent. The apartments consist of a public dining, with drawing and billiard rooms, as well as several private, bed, and sitting rooms for ladies and gentlemen, and a long bed room containing about twenty beds. The signal post is situated at the top of one of the highest conical peaks, called Signal Hill. The Coal Depot, the Honourable East India Company's Vessels of War, the Bazaar at the Camp, &c., &c., are all objects of interest. The sheep with the fat tail (sometimes weighing 10lbs.) are seen here; they are found in Turkestan, Afghanistan, and other parts. The flavour of this animal is equally as good as that of any English mutton.

MOST INTERESTING OBJECTS IN THE VICINITY.—There is hardly anything worthy of note in the suburbs of this place. The Arabian land is seen opposite, lying quite low and even to the water's edge; but, it is unsafe for Europeans to attempt to land there, for many instances have happened of British officers going on shooting excursions to that inhospitable shore, and being obliged to make their escape promptly, they having been attacked by the Arabs, who frequently attempt irruptions into the camp, although they will bring their produce, such as fruit, rice, mutton, and coffee for sale over to Aden, from the Arabian shore.

HINTS.—Previous to quitting the steamer, the traveller should inquire the exact time of the packet's departure, for, although twelve hours are generally allowed for coaling at each depot, still, it frequently occurs that the supply is taken on board much sooner, in which case a gun is fired, and the vessel steams away; but if the traveller has previously started on an exploring excursion, although he may hear the signal, still the distance he has proceeded beyond the landing place, may be too great for him to accomplish, ere the vessel steams out of the roadstead, and such a mishap would prove most seriously inconvenient to him, as he would of necessity

be obliged to remain *in statu quo*, until the arrival of the next mail (a fortnight), in a strange place, without friends, money, or kit—certainly not an enviable dilemma to be placed in under any circumstances (especially if sickness should overtake him), however beautiful or interesting the locality may be. A number of Arab boats ply about the steamers, on their arrival in the offing, (fare each person, Rupee 4, or 6d.); they are manned by two and sometimes four red haired, wild looking descendants of Ishmael, (most cunning and artful knaves), and who make their frail barks dash through the briny ocean, at an astonishing rate. As the distance from the principal landing place to the hotel is considerable, it is better to tell them to row to the hotel landing, the beach being entirely composed of loose sand, into which the pedestrian sinks ankle deep. The traveller will be amused with the various articles of Indian and Chinese workmanship which are exposed for sale in the store, at the extremity of the hotel, which is kept by a Parsee (a Gueber, or fire worshipper), the original religion of the Persians. The founder of this sect was the Bactrian King, Zoroaster, who flourished in 2059, B.C., and lived at Balk; but the Zerdusht of the Persians, the reformer of the doctrines of this religion, (whose name was likewise Zoroaster, and birth-place Balk, in Turkistan,) was the intimate friend and counsellor of Cyrus the Great, King of Persia, flourished in 558, B.C., and compiled their Bible or Zend Avesta, which contains the tenets of their creed, viz., "the belief in a Supreme Being, and the existence of an Evil Spirit, who is continually at war with the Dispenser of all Good, whose emblem on earth they consider to be the Sacred Fire," which is believed by them to have been given to Zoroaster, the Reformer, by the Supreme Being out of Heaven, and which the Magi or Parsee Priests brought away from Persia with them, at the time of their flight to India from Mahomedan persecution, where they settled at Surat, at that period a large thriving commercial city, situated in the province of Gujerat, at the entrance of the Gulf of Cambay, in the vicinity of which immense numbers of these people still continue to reside. This Sacred Fire is contained, and kept constantly burning, being fed with sandal wood, the offerings of the pious Parsees, in a silver stove, in their Augiarree or Fire Temple, at Bombay, at which place there are no less than 114,698 (one-fifth of the entire population) of this caste. They are a most remarkably shrewd, cunning, crafty, powerful, wealthy, and money getting people; and from their industry, perseverance, and *finesse*, have become the most influential and powerful caste of all Western India; the whole wealth of that Presidency being almost entirely concentrated in their own hands, and at which place they exercise great influence. Their merchants are literally Merchant Princes, for while their wealth is immense, their speculations and attention to business unremitting and persevering, their hospitality, charity, and munificence are unbounded. The most opulent, as well as the most princely and charitable of their caste is the celebrated Sir Jamsetjee Jejeebhoy, Bart., (the first native of India upon whom such an honour has been conferred), now

a venerable octogenarian, a descendant of that celebrated Bactrian Chief, Djemschid, who quit- ted the nomadic life, and established himself and people in the vicinity of the river Oxus, who has risen to great opulence, as report affirms, from the humble occupation of a Bottlewallah, or dealer in Glass Bottles. Some of these Merchant Princes have lately established houses both at London and Liverpool, and several Parsees may now be seen daily on those Exchanges. The traveller must not pay above a fourth part of the price asked for anything at this establishment; and indeed, if he acts prudently and economically, he will abstain from making any purchases until his arrival at his destination, where the same articles may be obtained at a quarter the rate asked, and without the trouble of conveying them with him. Should his destination be to either of the other Presidencies, he must take passage in the Peninsular and Oriental steamers to Madras or Calcutta, which leave this place on the 10th and 25th of each month, with Her Majesty's Mails; if, however, he is on his homeward journey, and has arrived from Bombay, those steamers leave this for Suez on the 2nd, 11th, 18th, and 28th of every month, in which passage can be taken either for Suez, Alexandria, Malta, Marseilles, or direct to Southampton, and the heavy portion of his baggage conveyed direct to the latter port, without the annoyance and expense of his having to take it with him through France, Italy, or Germany, as his route may have been selected; and this plan he is most strongly advised to adopt, merely taking with him a small portmanteau, or tourist's bag. The water is far from being good here, and should be avoided as much as possible; pale ale, soda water, and oranges being taken as substitutes. Passengers for Bombay must change here, and embark on board the Peninsular and Oriental Company's steamer, which leaves on the 2nd and 18th of every month, and also if going to the Mauritius the Packets for which also leave here on the 12th.

Those proceeding to Bombay perform a Sea Voyage (8 days in steamer).—The appearance of Aden on leaving the roadstead is rather pleasing, as its bold blue conical peaks are seen receding in the distance, and the bamboo huts vanish from the eye. No glimpse of land is obtained until the steamer nears the harbour of Bombay (but not so named from the Portuguese words bom ("good") and bahia ("bay"), as generally stated, but from Mumbaia, the name of a place in Guzerat), and which the English obtained in the year 1662, it forming part of the dowry of the Princess Catherine of Portugal, who was married to Charles II. in 1660. It is approached soon after passing some rather dangerous dark coloured rocks, on which several large vessels have been wrecked, and many lives lost.

We now approach

INDIA.

This extensive empire comprises all the countries situated between the mountains of Tartary and Thibet on the north, Bootau, Assam, and the Bay of Bengal on the

east, the Indian ocean on the south, and the same ocean and Persia on the west; and lies between 8 and 92° east longitude. The climate is divided into four great divisions (Hindoo, "black", "white", "country"), viz. of Bengal, Baluchistan, the country west of the river Nerb

The Deccan provinces of Calcutta, poor, the north Orissa and the provinces which comprise the river Kistna provinces, with Cabool, Scinde and all the states of Allahabad. The Deccan is 1,600 miles long, 1,600 miles wide, 1,300,000 square miles in area, divided into four Presidencies: Calcutta (*Kali*, "temple"). Population, 220,312 square miles. Madras, population, 141,923 square miles. Bombay, (which was composed from Bombay, Portuguese), population, 59,438 square miles. NORTHERN PROVINCES, population, 19,733,740 square miles. The Deccan is reckoned to be 513,000 square miles of extent. The river Godavari, hills, Chai, the Deccan, 27,000

their formation gneiss. The climates and seasons are considerably diversified, owing to

by numerous a few ranges of mountains, and the hottest in the world, (the Himalaya) is about 52° of the sea, and the temperature of the coldest month is about 52°. That of the warmest 140°. The rainy season (monsoon) in Bengal begins in July, Madras in October, and Bombay in June. The hottest month in Bengal and Bombay is May, and Madras June.

Cocoa nut, pappaw, mangoes, pine apples, plantains, pomegranates, pumplenoses, jacks, custard apples, leeches, guavas, melons, oranges, lemons, limes, grapes, soursops, almonds, gooseberries, strawberries, tamarinds, plums, figs, dates, citrons, loquats, potatoes, cabbages, yams, cucumbers, brinjalls, peas, beans, salads, artichokes, celery, beetroot, cauliflowers, noll-coll, mangosleens, jamroot, &c., all thrive well in this country. Antelopes, shiagushes, ponies, mules, sheep, Arabian camels, elephants, apes, monkeys, wild boars, bears, wolves, foxes, jackalls, hyenas, leopards, panthers, lynxes, buffaloes, musk weasels, bandicoots, snakes, lions, rhinoceros (with one horn), tigers, &c., abound throughout this extensive territory.

Magnificent temples and ruins are scattered all over the empire. The inhabitants are generally indolent, crafty, subtle in the highest degree, and all divided into various castes and sects, among which may be enumerated,

The Brahmins (who recognise a supreme being in Brahma); the Jainus (who profess a modified Boodhism); the Seiks (who profess a religion which is a mixture of Brahminism and Islamism); the Mussulmen (who follow the doctrines of Mahomet); the Thugs (who believe their infamous robberies and murders to be under the protection of a Deity); the Parsees (a rich and most powerful caste, who follow the doctrines of Zoroaster, the worship of the ancient Magi, and whose influence in Western India is powerful and increasing); the Hindoos (who follow the doctrines of their sacred books, the Vedas, Vuranus, &c.)

The first notice that historians appear to have of this vast empire (the native name of which in the Sanscrit language is Bharuta, but whose proper appellation should be Medhyama, the first monarch of which was

Bharut) is in the year 2188 B. C., when Menu legislated in this kingdom, and who appears to have been a contemporary with Menes, who founded the Egyptian monarchy, and enacted laws, if it were not that monarch himself. In 1772 B.C. the great Sesostris, king of Egypt, invaded it. The Bactrian and Medean kings seem to have passed through it, and to have encouraged their subjects to carry on an extensive and lucrative trade with this empire, by means of caravans, and the Persian Gulf, *via* the Route which it is in contemplation to re-open by means of the Euphrates Valley Railway. In 522 B.C., Darius Hystaspes, king of Persia, marched against its inhabitants. In 325 B.C. Alexander the Great, king of Macedon, invaded Western India, penetrated into Affghanistan, the Punjaub, up to the river Hyphasis (Becus), and crossed the Indus at Taxila (Attock). Upon the death of this monarch India appears to have fallen to the share of Seleucus (at the partition of Alexander's empire), who visited it in 300 B.C. In 170 Antiochus the Great made an irruption hither prior to his attempt to exterminate the followers of the Zoroastrian creed (the Parsees). This empire, after his unsuccessful attack, seems to have become quite a dead letter with historians until 1000 A.D. when the Mahometans, under Mahomed of Ghizni made an irruption into it. In 1194 A.D. Mahommed Ghori penetrated as far as the city of Benares, which incursion was followed in 1221 A. D. by the invasion of the Tartar Khan Genghis, who does not appear to have passed the Indus. In 1389 the Mongol tartars, under Tamerlane, invaded it and reached Delhi, which they plundered. In 1493 the king of Portugal (John II.) commanded Bartholomew Diaz to explore the coast of Africa, who doubled the Cape of Good Hope, and thus opened this extensive country to Europeans,

and in 1497 Vasco de Gama reached Calicut on the 22nd May, 1497. In 1525 its entire conquest was effected by Sultan Baber, one of the descendants of Tamerlane, and the founder of the Mongol dynasty, from whom the empire was named the Mongol, and he himself styled the Great Mongol. He was succeeded by his grandson Akbar, who reigned from 1555 to 1605, with much wisdom and discretion, and greatly enlarged his dominions.

In 1600 Queen Elizabeth granted the first charter to the Honourable East India Company, for fifteen years, and their expedition, consisting of five ships, sailed from Torbay on the 13th February, 1601, and reached Acheen, (Sumatra) on June 5th, 1602. In 1609 the Company's charter was renewed by James I., and in 1612 the Company obtained from the court of Delhi permission to establish a factory at Surat (on the river Taptee, 147 miles north of Bombay); in 1640 also the grant of five miles of territory along the shore, and one mile inland, with permission to build Fort St. George, Madras, which in 1658 was raised to the station of a Presidency. In 1688 Bombay, which the English had then acquired by the marriage of Charles II. with Catharine of Portugal, was given over to the Company, became a Presidency and the seat of their government, which had previously been at Surat.

The Emperor Jehangire (his son) received Sir Thomas Roe, the first English ambassador. In 1658 Aurungzebe, his son, dethroned his father, and reigned from 1658 to 1707: during this period the Mongol empire attained its full extent, which was at this period about 25 degrees in latitude, and 25 in longitude; and the revenue at his command amounted to about £160,000,000 sterling. His successors were all weak princes.

In 1698 Calcutta and two adjoining villages were obtained, with the right to

exercise judicial power over the inhabitants, and to erect fortifications, which were soon constructed, and received the name of Fort William. This was also erected into the Presidency of Bengal. After the death of Aurungzebe a number of weak princes succeeded each other, during whose government, in 1717, privileges were obtained from the native authorities which rendered the East India Company nearly independent, and which may be in truth regarded as the first great Charter of the English in India. Owing to the intrigues of the Nizam of the Deccan, Nadir Shah, the Persian usurper, invaded this empire in 1738, when Mahommed Shah was on the throne. During the reign of his successor, Achmed Shah, the empire fell to pieces, and nothing remained to the descendants of the great Tamerlane but the territory and city of Delhi. In 1746, Labourdonnais, the French governor of Mauritius, took Madras from the English, which was restored at the peace of Aix-la-Chapelle. In 1748, by the death of Nizam-al-Mulk, the viceroyalty of the Deccan descended to Nazir-Jung (his son), and the Carnatic was governed by Anaverdy Khan; two Pretenders appeared, and their claims were supported by the French governor of Pondicherry (Dupleix). A successful battle was fought. Mizrapha Jung succeeded to the Deccan; Chunda Sahib to the Carnatic; Anaverdy Khan was slain, and his son Mahommed Ali (the nawab of Arcot) was put to flight. Dupleix became governor of India from the river Kistnah to Cape Comorin: he was however superseded and returned to France, and then that country lost for ever the opportunity of holding the vast empire of India. In 1749, the Rohillas defeated the last Imperial army. The Iats (Hindoo Tribe) founded a separate state in Agra, Oude was seized by Mahommed Kooli, the

Mahrattas took possession of the Deccan, Malwa, Guzerat, Berar, and Orissa, and the Mongol empire became merely nominal. In 1783, Achmed Shah was deposed, and Colonel Clive (Lord Clive) proceeded against Chunda Sahib in the Carnatic, who after maintaining himself in the island of Seringam, surrendered, was put to death by a faithless Tanjorene, into whose hands he fell, and then Mahommed Ali was again placed on the throne. In 1756, the settlement and fort of Bengal were captured by Surajah Dowlah (Nawab of Bengal), who was dethroned by Colonel Clive, Mir Jaffier was placed on the throne, and the French dispossessed of their settlement at Chandernagore. In 1760, Achmed Shah's successor was murdered, and was succeeded by his son, Shah Alum (who then became dependent upon the English). Hostilities then began to spread all over the Coromandel coast. In 1761, Masulipatam was captured by the English; Pondicherry in 1762. In 1765 the Nawab of Oude and Shah Alum made an attempt to depose Mir Jaffier (who was seated on the throne of Bengal), but Colonel Clive defeated them. Mir Jaffier however intrigued with the Batavian government, who sent seven large ships to the Hooghly to force a passage. These vessels were taken by the English. That prince died in 1765, and Nussumsaib Dowla, his son, succeeded in 1766. The Northern Circar resigned. In 1767, the Presidency of Madras was reduced to extremities by Hyder Ali (Sultan of Mysore), but peace was concluded with that prince in 1769. In 1772, Warren Hastings became Governor of Bengal, and he aided the Nawab of Oude to subjugate the country of the Rohillas, a gallant Affghan race. In 1773, an Act of Parliament was passed which made the Governor-General of Bengal Governor-General of all India. These new regulations enacted by this measure concentrated the

government of India. In 1774, hostilities broke out with the Mahrattas, owing to the Presidency of Bombay having afforded assistance to a Pretender against the Rajahs of Berar. Those tribes occupying the west coast had risen upon the decay of the Mogul empire, and were now powerful in Tanjore, Berar, and Guzerat; their Peshwa resided at Poonah, and his authority extended to Aurungabad and Bezapore. In 1779 these tribes formed an alliance with Hyder Ali, and their united army, commanded by French officers, shook the British power in Southern India, and a French expedition threatened the Coromandel coast. For upwards of two years Hyder Ali maintained his position in the Carnatic, but Sir Eyre Coote, in 1781, defeated him at Porto Novo and Pollalore. In 1782 peace was concluded with the Mahrattas, and the English obtained the exclusive right to trade in that part of India. In 1783, Mr. Fox brought in his bill for the better administration of affairs in India, which was rejected. In 1784, peace was restored between England and France, which led to the termination of the war between the British and Tippoo Saib (the son and successor of Hyder Ali), which took place at the peace of Mangalore. In this year Mr. Pitt brought in his Indian bill, the Board of Control was established, and the India trade obtained a considerable importance, owing to the immense consumption of tea from China. In 1785, the celebrated impeachment of Warren Hastings took place. It lasted several years, and ended in his acquittal. In 1790, Tippoo Saib attacked the Rajah of Travancore, an ally of the English, who took the field in connection with the Mahrattas, conquered Bangalore, but was repulsed from Seringapatam. In 1792, another expedition was undertaken against it, but peace was concluded under its walls. Tippoo Saib

resigned half his territories, and agreed to pay a large sum, his two sons being left as hostages until the amount was paid. In 1793, the charter of the East India Company was continued until three years' notice after March 1st, 1811. In 1796, a rebellion took place in the East India army, and the Governor-General, Lord Teignmouth, was recalled. On the arrival of Lord Mornington (the Marquis of Wellesley), hostilities were commenced against Tippoo Saib (to whom Bonaparte had intimated his intention of subverting the English power in India). General Harris attacked Seringapatam, which was invested, took it by assault, in which the Sultan himself was slain, divided his kingdom, and placed a British vassal on the throne. Tanjore was soon taken, its Rajah made prisoner, the whole of the Carnatic captured, and British authority then became supreme, from the river Kistnah to Cape Comorin. In 1803, a war broke out with the Rajahs of Berar, which ended successfully for the British, who pushed their conquests towards the north, captured Agra, and took possession of Delhi (the capital of the great Mogul). These victories obtained for them most advantageous terms, which, together with the island of Ceylon, ceded to the English at the peace of Amiens, extended the East India Company's possessions over all the Eastern and the greater part of the Western coast of India. On the rivers Ganges and Jumna, as far as Delhi, notwithstanding peace, war was renewed against Holcar, the Mahratta chief, on account of having infringed on the English territories, and expelled the Sovereign (Peishwa) of Poonah. Arthur Wellesley (Duke of Wellington), Lords Lake and Harcourt, completely routed that chief, his ally the Rajah of Bhurtpoor, and effectively destroyed all French interest in the Peninsula. In 1806,

Shah Alum died, and was succeeded by Akbar Shah (his second son), and the Honourable East India Company now became the virtual rulers of this vast empire. His successor, Bahadah Shah, lately resided at Delhi, receiving in public and private, homage which belonged to his station, but possessing not the shadow of power, and having a monthly stipend of £8,000, or 80,000 rupees, allowed him by the Honourable East India Company. He was in 1857 proclaimed King of Hindostan by the Bengal mutineers. In 1811, an Act was passed continuing the charter of the East India Company till three years' notice after April 1831, and opening the trade between the United Kingdom and India, from April, 1814, under certain restrictions, and the bishopric of Calcutta was created. In 1814, disputes arose between the Rajah of Nepaul and the British. This mountain war was not successful, but a peace was concluded in 1816, owing to the victorious advance of General Ochterlony, the contested districts and mountainous passes were ceded to the English, and their territories approached those of China. In 1817, the Pindarees (hordes of freebooters) tried to form a junction of their forces with the Mahrattas. They were however annihilated, an accession of territory obtained, the Indus became the boundary of the British possessions, and the power of the Mahrattas was destroyed. In 1824, the Burmese (a nation extending along the Eastern side of the Bay of Bengal) made an incursion into the British frontier. Its principal seaport, Rangoon, was attacked and captured. In 1826, hostilities were again commenced, and the British being victorious, obtained the annexation of the provinces of Aracan, Mergui, Tavoy, and Zea, together with a large amount of money, as an indemnification for the war. The Burmese eluded the terms of this treaty;

Rangoon was again taken, and that king made to ratify the treaty of Ava. In the same year the fortress of Bhurtpoor was captured, the usurper made prisoner, and the lawful prince established on his throne. In 1833, an Act was passed, continuing the charter of the East India Company till April 30th, 1854, the exclusive trade to China to cease from April 22nd, 1834. The Presidency of Agra was created, the Bishopricks of Bombay and Madras founded, and St. Helena, which had remained in possession of the East India Company ever since 1600, with the exception of a short period, when the Dutch took it from them, given over to the British Government. In 1841 Lord Auckland, then Governor General, owing to the intrigues of the Russian government, resolved to interfere in Affghanistan, depose Dost Mahommed Khan, and place Shah Sujah on that throne. An insurrection broke out at Cabool, when Sirs W. H. Macnaughten and A. Burnes, the political residents at that court, were most basely and treacherously killed. In 1842 the British troops were obliged to retreat, and the whole army, with the exception of Dr. Brydon, killed or captured. Lord Ellenborough then became Governor General, and Generals Nott and Pollock reached Cabool, released all the English prisoners, and evacuated Affghanistan. In 1844 Lord Ellenborough was recalled, and was succeeded by Sir Henry Hardinge (Lord Hardinge); in 1844 the Punjaub passed into the hands of Shere Singh (son of Runjeet Singh); in 1849 the Ameers of Scinde were deposed by Sir Charles Napier, and the whole country (24,000 square miles, with a population of 1,000,000), became subject to the British nation. After which the Marquis of Dalhousie held the Governor-Generalship when another Burmese war broke out, but peace has been re-

stored. In 1854 the East India Company's charter was again renewed, by Act of Parliament, the purport of which is still fresh in the minds of the public. In 1857, Lord Canning was appointed Governor-General, during whose administration a rupture with Persia took place, owing to that power having seized upon Herat, and a British force has taken possession of Bushire in the Persian Gulf, and also of Mohammerah, considered by the Persians as impregnable, but a peace has been signed and ratified. In May, 1857, the Bengal Native troops stationed at Meerut rebelled against the Indian Government, killed their officers, and committed the most diabolical atrocities, under the pretext that their caste privileges had been infringed upon by their being compelled, after they had remonstrated, to use cartridges greased with beef fat, which to them is an abomination, and that by such compulsion the subversion of their religion was aimed at by the Indian authorities. That such was not the *ostensible* cause of the revolt has been clearly demonstrated by the written documents discovered, and the personal evidence adduced, which leaves no doubt but that this military (for such it purely has been), conspiracy was the result of a well laid and secretly-organized plan, (as the previous passing of cakes from regiment to regiment, a long time ere it broke forth, confirms), covertly fostered and encouraged by foreign agency, not only to destroy all the Europeans in the country, but to carry out, for the development of foreign ulterior purposes, the plans and views of those native princes, both in England and India, who were well known to be hostile to the Indian Government, as also those of the deposed kings of Delhi and Oude, both of whom are now state prisoners in Fort William, Calcutta; and one of their emissaries the self-styled Bishop of Bagdad, Syed Hossein Shubber was lodged in Cal-

BRADSHAW'S RAILWAY GUIDE, THROUGH ROUTE

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roadstead is neared the fort lies with its numerous
buildings on the left, on the right are the beauti-

water, per bottle, Rupee $\frac{1}{4}$; brandy, per bottle,
Rupees 2; wine, sherry, and port, Rupees 2.

Budgerow—Boats, Rupees 5 per diem; hire of shigram or carriage, Rupees 5 per diem; hire of horse, Rupees 3 per diem; hire of palkee, Rupees 1½ per diem; hire of palkee, Rupees 30 per mensem, hire of palkee, each turn, Rupees ½; hire of boat for landing from vessels, Rupee ½ per person; buggies, like old-fashioned London cabs, ply for hire about the fort—tariff, Rupee ½ per turn; coolies, who carry parcels or goods, ½ Rupee each per diem.

Naval Station of the Indian Navy. Head Quarters of the Bombay army.

English Physician, Dr. Yull; English Chemists, Trencher and Co.

AMUSEMENTS.—Theatre, concerts, nautch (native dancing), native festivals.

BOOKSELLER—(Bradshaw's Guide Office), Jehangeer, Nusserwanjee and Co.

MONSOONS (rainy season) commences about 20th May and ends about 30th September; hottest month, May; coolest month, January.

Thermometer—Lowest range, 52°; highest range, 140°.

CLOTHING TO BE WORN—From April to June, white cotton clothes. From November to March, thin woollen.

EUROPEAN BANKERS—Messrs. Remington and Co. Peninsular and Oriental Steam Packet Company's Agent—John Ritchie, Esq.

PRICE OF SPECIE—Sovereigns about Rupees 10 4 Annas; bank notes Rupees 10 per £.

Office hours in this presidency, from 10 a.m. to 4 p.m.

RAILWAY to Byculla, Mahim, Cooria, Bhandoop, Tannah, Perseek, Callian, Titwalla. Wassind. Trains several times, daily, see page 137. Station at Boree Bunder.

STEAM PACKETS.—Peninsular and Oriental Company's vessels to Aden and Suez, on the 9th and 24th of every month; Peninsular and Oriental Company's packets to Ceylon, Penang, Singapore, Hong Kong, Amoy, Shanghai and Manilla, on the 1st and 15th of every month, and arrive therefrom on the 5th and 23rd. Agent, J. Ritchie, Esq. Overland Mails are made up at the General Post Office, every fortnight, to Madras, Calcutta, &c., daily; Bombay Steam Navigation Company's vessels to Kurrachee and places on the Indus, Goa, Cochin, Calicut, and Colorubo. Sailing vessels constantly to China, United States, Australia, England, &c., &c.

NEWSPAPERS.—The *Government Gazette*, *Bombay Gazette*, *Telegraph*, *Bombay Times*, and several other publications.

Electric Telegraph to Madras, Calcutta, and all the principal cities in India; see page 128.

BANKS.—Agra, Bombay, Oriental and Commercial.

MOST REMARKABLE OBJECTS, viz.:—Fort (after Vauban's first system), Mint, Town Hall, St. Thomas' Church, Dock Yard, Custom House, Barracks, Bazaars, Secretariate Office (all within the fort), Elphinstone College, Esplanade, Scottish Church, Grant Medical College, Jamsetjee Jejeebhoy's Parsee Benevolent School, Hospital, Byculla Boys' and Girls' School, Byculla Church, Bombay Educational Press, Nourojee Hill, Mazagon Viaduct, Tanks, Bishop's House (Byculla), Sudder Adawlut, Small Cause Court, Supreme Court, Ice House,

Cotton Screws, Post Office, Monument to Lord Cornwallis on the Esplanade, Gunpowder Works (Mazagon), Masonic Lodges, Theatre, Bombay Asiatic Society and Museum, Roman Catholic Churches and Chapels, Catholic Schools, Byculla Club House, Horse Bazaar, Dog Hospital, Mosques, Hindoo Temple, Parsee Augiarree, or Fire Temple, Colaba Churches, Observatory, Lighthouse, Lunatic Asylum, Cemetery, Barracks, Sir Jamsetjee Jejeebhoy's School of Industry, Parsee Priest's Residence, Railway Terminus, Castle, &c.

MOST INTERESTING OBJECTS AND PLACES IN THE VICINITY, viz.:—Parell (distant four miles, where the Governor resides, and for some time the abode of the late Duke of Wellington), the villas and mansions of the wealthy natives and European merchants in the beautiful suburbs of Colaba, Mazagon, Girgaum, Malabar Hill, Breach, Candy, and Chingpogley. The Tower of Silence (the Parsee burial-place); here it is that the bodies of the whole of this caste, dying in Bombay or its vicinity, whether of high or low degree, are laid upon an iron grating and devoured by the vultures. The Mahomedan burial grounds. The British Cemetery at Girgaum. The Botanical Gardens, School of Industry, Peninsular and Oriental Company's Dock Yard at Mazagon. The villages of Sion, Mahim (celebrated for its oysters), with the beautiful Catholic Churches (the work of the Jesuits, when this place was under the dominion of the Portuguese). Salsette, the Ghauts, the Causeways of Colaba and Sion, the caves of Elephanta on the small island of Elephanta, Panwell, Electric Telegraph to Madras and Calcutta, its stations, village of Callian, Marathi Fort and Catholic Church at Sion. Sanatoriums, Matheran and Bandora close at hand. Poonah, population 100,000, a considerable city, to which Europeans resort in the rainy season, reached by coach from Bombay. Mahabuleshwar Hills, distant 70 miles, mean annual temperature, 66° to 68°, beautiful scenery, and easily reached by boats via Panwell, or palkee. Here is a fine arc cut in one of the basaltic temples, and on the rise of the Vistna River are some beautiful temples. The most lovely scenery is to be viewed at this spot.

HINTS.—Travellers who merely intend to sojourn here for a short time will do well to proceed on landing to the Hope Hall Hotel at Mazagon, distant 4 miles from the Fort, and contract at the rate of Rupees 100 per mensem for board and residence, leisurely visit the lions of the place, make what purchases they may require, and if they have any letters of introduction, the etiquette of India requires that the same should be sent by a Sepoy (or belted messenger), with cards, and on the following day the sender must wait upon the party himself, either at his office in the fort, between 12 and 1 p.m., or at his residence at the same hour. On no account should he venture out in the sun without an umbrella, or else in a palanquin, which is carried by four bearers, who travel at the rate of four miles an hour, in which the traveller lays at full length upon a mattress, covered with morocco leather, and well stuffed with cocoa-nut fibre; the head is supported by pillows, and in front at the foot of the palkee is a shelf and drawer large enough to contain several books, &c.,

&c. If of a scientific turn a visit to the Observatory will amply repay him for his loss of time, and a perusal of the meteorological publications under the direction of its several able Superintendents, will fully develop how nobly this institution has been conducted, and shows the untiring energy and zeal in scientific pursuits of the European assistant, the late Mr. John Hyland Dunn, afterwards employed on the Bombay Railway. If he is destined to become a resident of this place, the sooner he fixes on a bungalow the better, as a long stay in that case at an hotel is far from pleasant or desirable. In either case, whether a visitor or resident, he will be struck with the motley appearance of the population of this island, for at this town are to be seen walking about in the cool of the evening, in their national costume, English, French, Germans, Americans, Portuguese, Chinese, Parsees, Arabs, Armenians, Hindoos, Greeks, Abyssinians, Coolies, Native and European Infantry and Cavalry, Baniyas, Persians, Jews, &c. The acting at the Bombay Theatre by the European officers is equal to any thing of the kind by professionals, and the performances are generally exceedingly well attended.

BOMBAY POST OFFICE REGULATIONS.

Departure of the Overland Steamers. On 9th and 24th. Post Office Packets close at 6 p.m. on the day previous. Letters and newspapers can be forwarded to Calcutta by special post from this place (time of transit 8 days), so that they should be posted on the 31st and 14th, if intended to be sent by the Overland Mails, from that place, of the 10th and 24th. Telegraphic messages can also be sent to Kedjeree for transmission to England, via the Calcutta mails which touch at and leave that place on the 10th and 24th of every month.

HOURS OF CLOSING INDIAN MAILS.

FOR LETTERS AND NEWSPAPERS.

Guzerat and Scinde..... { 4 p.m. Week-days.
3 p.m. Sundays.
Calcutta, Madras, Ceylon, Poonah, Ahmednuggur, Sattara, Mahabuleswar, Belgaum, Rutnagherry, and places on the Malabar Coast { 5 p.m. Sundays and Week-days.
Tannah, Nassick, Mallelgaum, Doolia, and other places on the route to Indore, North West-Provinces, and Punjaub { 3 p.m. Week-days.
1 p.m. Sundays.
Bhangy Post closes at 4 p.m. No Bhangies received on Sundays.

Letters and newspapers can be posted on week-days half an hour after the specified hour, on payment of 8 annas each.

FOREIGN MAILS.

RATES OF POSTAGE.

On Letters weighing $\frac{1}{2}$ an ounce, and less...Rs. 0 8
" " from $\frac{1}{2}$ an ounce to 1 ounce " 1 0
" " from 1 ounce to 2 ounces. " 2 0
Adding one Rupee for every ounce or fraction of an ounce.

One Rupee and one copper Pie are nearly equal in weight to half an ounce.

Newspapers to all parts of the world—9 Pies to Europe, via Southampton, & 2 Annas via Marseilles.

PLACES TO WHICH PREPAYMENT OF POSTAGE IS OPTIONAL OR NOT.

PLACES.	ROUTE.	LETTERS.
Great Britain	Via Marseilles ... Via Southampton	Must be prepaid. Can be prepaid or sent unpaid.
United States and Canada, Malta, Gibraltar, & Egypt	.....	Cannot be prepaid.
Foreign Europe ...	Via Marseilles ... or Trieste Via Southampton	Must be prepaid. Must be prepaid. Cannot be prepaid.
China, Manilla, Batavia, Australia, Bourbon, & Mauritius	Via Galle	Must be prepaid.
Madras, Ceylon, Penang, Singapore, Malacca, and Aden	Via Galle	Can be prepaid or sent unpaid.

Letters to any place within the East India Company's Territories, forwarded by Government Steamer, are liable to Indian rates of postage, which can be prepaid or not; but on letters to any place not within the East India Company's Territories, if for despatch by private Ship or Steamer, the Indian rate of Postage must be prepaid.

INDIAN POSTAGE CHARGES.

LETTER POSTAGE, IRRESPECTIVE OF DISTANCE.

	a.	p.	
Not exceeding $\frac{1}{2}$ Tola..	0	6	2 Annas being
$\frac{1}{2}$ " ..	1	0	added for every
1 " ..	2	0	additional Tola, up
$1\frac{1}{2}$ " ..	3	0	to 12 Tolas,
2 " ..	4	0	

N.B.—Letters to Aden, 8 Annas each; Newspapers, free.

INLAND BHANGY POSTAGE.

For distances	If not exceeding in weight						
	20 Tola.	100 Tola.	200 Tola.	300 Tola.	400 Tola.	500 Tola.	600 Tola.
Miles.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
100	0 2 6	4 0 8	0 12	1 0	1 4	1 8	
300	0 6 0	12 1 8	2 4	3 0	3 12	4 8	
600	0 12 1	8 3 0	4 8	6 0	7 8	9 0	
900	1 22	4 8 6	12	9 0	11 4	13 8	
1200	1 83	0 6 0	9 0	12 0	15 0	18 0	
Exceeding..1200	1 143	12 7 8	11 4	15 0	18 12	22 8	

Bhangy Postage may be prepaid in Money, or by Stamps ; or Parcels may be sent unpaid.

BHANGY POSTAGE, IRRESPECTIVE OF

For a whole day, or when the distance exceeds three miles	1	4
For a month, from 8 a.m. to 8 pm.....	30	0

On Books, Papers, and

Not exceeding in weight .

The Postage

Parcels for Post commun East India C Postage preparation, Parcels

BOMBAY

Leaves Boree 6 p.m. d FARES—1st

PUBLIC

BUNDE

For Fair Sea from 15th Sep 31st May

For a trip on boat in harbour, and charged with hours

Ditto at Middle Per day

For Monsoon, 1st June to 14th

For a trip on boat in harbour, and charged with hours

Ditto at Middle Per day

For a trip on boat there discharge For a whole day

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postage, when instructions to that effect are sent with the message.

Sender to accept all risk of delay, non-delivery, or error. No refund will be made of fees.

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TABLE.	
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ELECTRIC TELEGRAPH IN INDIA.

From Calcutta to Madras ; Madras to Belgaum ; Bangalore to Ootacamund ; Belgaum to Bombay ; Calcutta to Lahore, and the North Western Provinces ; messages are sent at the rate of 6d. per 100 miles ; from Calcutta to the Kyber Pass costs 8s., a distance of 1,600 miles. This telegraph, which contains 3,000 miles of electric wires, was finished in 12 months, at a cost of £126,000, *i.e.* £42 per mile. It is exclusively the property of the East India Company, and brings Calcutta, Madras, Bombay, Agra, Lahore, and the Western Provinces of India into communication with each other in two hours. The ex-

tension from Rangoon to Prome, thence to Akyab and Calcutta is progressing rapidly, so that in a very short time the whole of India will be connected with the seat of government (Calcutta) by electric telegraph. It is in contemplation to extend it to Kurachee in Scinde, thence to Bussorah, Bagdad, Damascus, Jerusalem. That from Suez to Cairo and Alexandria is open, as also that from Malta, *via*. Cagliari, Turin, Corsica, Marseilles, and Paris to London ; and likewise from Malta to Corfu ; from whence the Austrian government will continue it to Ragusa and Vienna.

PRICE CURRENT**OF MISCELLANEOUS ARTICLES IN GENERAL DEMAND IN INDIA.**

Articles.	Rate in Rupees.	Articles.	Rate in Rupees.
All Music sold at	} double the price in England.	Coffee per lb.	$\frac{1}{4}$ to $\frac{1}{2}$
Allsop's Pale Ale per dozen quarts	5 to 5½	Commission for purchasing horses, per cent	5
Anchovies per bottle	1½ to 2	Composite Candles per lb.	2 to 3
Argand Lamps each	150 to 200	Cooking Utensils, iron.....per lb.	$\frac{1}{4}$ to $\frac{1}{2}$
Bank of England Notes per £	10 to 10½	Cuscuss Tatties.....each	2 to 4
Bass' Pale Ale.....per dozen quarts	5 to 5½	Dress Coats each	90 to 100
Blacking.....per bottle	$\frac{1}{2}$ to $\frac{3}{4}$	Double Set of Harness.....	250 to 500
Boat Hire landing each time	$\frac{1}{2}$ to $\frac{3}{4}$	Ducks.....per dozen	2 to 4
" per day	5 to 6	Empty Bottles.....per dozen	10 to 11
Books at 12 Annas for every shilling ...		Fire Wood per bundle	$\frac{1}{4}$ to $\frac{1}{2}$
Bottled Stout per dozen quarts	6 to 7	Ditto per load	2 to 4
Ditto ditto per dozen pints	4½ to 5	Fowls per dozen	2 to 4
Bread per 10 loaves	1 to 1½	Gold Leaf (100 touch) per tola	15 to 16
Cabbages from the Hills each	$\frac{1}{4}$ to 1	Gold Ingot (97 touch) per tola	15 to 17
Cadjans per bundle	$\frac{1}{2}$ to 1	Grain per maund	15 to 20
Camphor Wood Trunks No. 1, each	8 to 10	Grass.....per load	6 to 8
" No. 2, "	12 to 14	Grass Cloth Pocket Handkerchiefs per doz.	8 to 20
" No. 3, "	16 to 18	Greasing Carriage Wheels	$\frac{1}{2}$ to $\frac{3}{4}$
Carriages.....each	300 to 1000	Gold Watches each	420 to 500
Ditto Lamps per pair	8 to 20	Hats.....each	12 to 14
Ditto Whips each	2 to 10	Hire of Carriage and Horse.....per diem	6 to 7
Charcoal per basket	$\frac{1}{2}$ to 1	Ditto of Carriage alone monthly	30 to 40
Cheroots, Manilla No. 1 per 1000	30 to 40	Ditto of Coolies each per day	$\frac{1}{4}$
" No. 2 "	28 to 30	Ditto of Horse per diem	3 to 5
" No. 3 "	27 to 29	Ditto of Palanquin monthly	30 to 35
Cherry Brandy per dozen pints	18 to 20	Hodgson's Ale.....per dozen quarts	5½ to 6
Chetnev Sauce per jar	1 to 1½	Horses each	150 to 500
China Matting per piece	2 to 3	Ice per 4 lbs.	$\frac{1}{2}$ to 1
Clothes' Baskets each	5 to 6	Indian Pickles and Preserves.....per jar	1 to 2
Cocoa Nut Oil per maund	3 to 4	Lamp Carriage Candies per lb.	2 to 3

PRICE CURRENT—CONTINUED.

Articles.	Rate in Rupees.	Articles.	Rate in Rupees.
Lamp Chimnies.....each	$\frac{1}{2}$ to $\frac{1}{2}$	Soda Water per dozen quarts	3 to 4
Ditto Wicks per packet	$\frac{1}{2}$ to $\frac{1}{2}$	Sovereigns each	10 $\frac{1}{2}$ to 10 $\frac{1}{2}$
Legal Interest.....per cent	9	Spice Balls for Horses per month	2 to 3
Lemonade per dozen bottles	3 to 4	Spirits.....per dozen	24
Leeches per dozen	2 to 3	Brandy per dozen quarts	15 to 20
Liqueurs per dozen quarts	24 to 36	Geneva "	18 to 20
Medicines of every description sold at	double the price in England.	Gin "	15 to 17
Medical Advisers.....annual fee for each person	100 to 200	Hollands "	15 to 20
Milk.....per 12 seers	1 to 2	Rum "	16 to 18
Olympic Circus, Bombay...each sitting	4	Spurs per pair	3 to 6
Onions per rope	$\frac{1}{2}$ to $\frac{3}{4}$	Stockings, Cotton per dozen	16 to 20
Palanquin, Hire daily	1 $\frac{1}{2}$	Stout in Hogsheads per hogshead	60 to 70
Patent Leather Boots, English.....	15 to 20	Strawberry Ices of Icewallahs	$\frac{1}{2}$ to $\frac{1}{2}$
Persian Rugs each	40 to 500	Subscription to Native Anglo-India Paper	5
Piano Fortes each	100 to 1000	Ditto ditto to Bi-weekly Edition	5
Ditto, Hire per month	10 to 30	Ditto ditto, Bi-monthly	2
Piano Forte Tuning each time	5 to 6	Ditto, to Home News, Overland and London Mail, or Atlas, Quarterly.....	9
Poonah Leather Boots.....	3 to 4	Sugar, Muscovado.....per maund	10 to 14
Ponies or Tatties each	80 to 200	Ditto, Candied.....per barrel	8 to 9
Porter in Hogsheads.....per hogshead	55 to 60	Tailor daily wages	$\frac{3}{4}$
Potatoes per maund	1 to 2	Tax on Carriage each per annum	12
Preserved English Fruits per bottle	1 to 1 $\frac{1}{2}$	Tea per lb.	$\frac{3}{4}$ to 1
Preserved Meats, in cans each	2 to 3	Tents each	500 to 1000
Rent of Bungalow.....per month	50 to 100	Tent, Hire of per month	20 to 30
Re-painting Carriages.....each	150 to 500	Veterinary Surgeons, Certificate of Warranty	5
Re-tinning Cooking Utensils.....	5 to 10	Watch Glasses each	2 to 3
Rice per maund	1 to 2	White Calico Jackets per dozen	30 to 40
Riding Whips each	2 to 5	White Kid Gloves per dozen pair	24 to 30
Saddles each	50 to 80	White Waistcoats per dozen	20 to 30
Salad Oil per flask	$\frac{3}{4}$ to 1 $\frac{1}{2}$	Ditto Trousers per dozen pair	15 to 25
Sardines per box	1 $\frac{1}{2}$ to 2	Wines—	
Shigrams each	150 to 500	Champagne per dozen quarts	35 to 45
Shoeing Horse each time	2 $\frac{1}{2}$	Claret..... "	18 to 30
Silk Drawers per pair	5 to 6	Madeira "	24 to 30
Silver Watches each	170 to 200	Malmsey..... per dozen pints	15 to 20
Single Set of Harness per pair	150 to 300	Port per dozen quarts	24 to 30
Slippers, Native per pair	$\frac{1}{2}$ to $\frac{1}{2}$	Sherry "	22 to 26
Ditto, ditto Embroidered.....per pair	14 to 16		

SANATORIUMS IN INDIA,

AND HOW TO REACH THEM.

From Bombay, Mahabuleswar can easily be reached, *via* Panwell, by steam-boat, thence to Nagotana by palkee, and from that place to the Mahabuleswar Hills by phaetons. The entire distance is 70 miles, the mean temperature about 66°, the scenery extremely beautiful, and the breezes invigorating to a valetudinarian. Also Matheran and Bandora

considerably nearer, and both accessible by rail and palkee.

From Calcutta, the Darjeling Mountain, belonging to the Sinchul range, may be reached in four days. The mean temperature is about 56°, and the journey can be performed by easy stages in a palanquin.

From Madras the Neilgherry Hills are easily reached in a palanquin, in about six days, and the mean temperature at Ootacamund, the principal station, is about 58°.

HINTS.

All Europeans visiting these Sanatoriums must take with them their entire staff of servants, every particle of furniture they may require, as well as a store of eatables and drinkables, for the only accommodation that they will be able to procure is that of

an empty bungalow, at an enormously high rental, and a very indifferently supplied bazaar, all purchases at which are paid for in hard cash, so that a sufficient quantity of rupees must also be taken to meet all current expenses.

BANKS IN THE THREE PRESIDENCIES, &c.

City	Firm.	Managers in India, &c.	London Correspondents.
BOMBAY	Bank of Bombay. Commercial Bank. Agra Bank. Oriental Bank Corporation. Chartered Mercantile Bank of India, London, & China	J. Stuart, Esq. E. Corrie, Esq. J. G. Brown, Esq. Peter Ranken, Esq. George Palmer Robinson, Esq.	Agra and United Service Bank. Oriental Bank Corporation. Chartered Mercantile Bank of India, London, and China.
CALCUTTA ...	Oriental Bank Corporation. Agra Bank. Bank of Bengal.	William Anderson, Esq. Macintosh Balfour, Esq.	Oriental Bank Corporation. Agra and United Service Bank.
MADRAS	Agra Bank. Oriental Bank Corporation. Bank of Madras.	David Allardice, Esq. Alexander Gerrard, Esq.	Agra and United Service Bank. Oriental Bank Corporation.
CONSTANTINOPLE	Ottoman Bank.	C. C. La Fontaine, Esq.	Ottoman Bank.
SMYRNA	Ditto.	F. La Fontaine, Esq.	Ditto.
BEYROUT	Ditto.	L. M. Meason, Esq.	Ditto.
GALATZ	Ditto.	A. F. Powell, Esq.	Ditto.

NEWSPAPERS AND YEAR BOOKS PUBLISHED IN INDIA.

Name.	Where Subscriptions are received in London.	Where filed or kept in London.
Bengal Hurkaru ..		
Bombay Government Gazette		
" Gazette	Algar and Street, 11, Clement's Lane, City.	
" Telegraph	Richardson & Co., 29, Cornhill.	
" Times	Messrs. Smith, Elder, & Co., Cornhill.	
" Herald	Ditto.	
" Guardian	Ditto.	
Calcutta Government Gazette		
" Englishman		Messrs. Grindlay and Co., St. Martin's Lane, Charing Cross, at their East India Reading Rooms.
" Eastern Star		
" Mofussilite Gazette.		Ditto, and at the East India House, Leadenhall Street, London.
Ceylon Observer		
Colombo Observer		
Delhi Gazette		
Madras Government Gazette		
" Morning Chronicle ..		
Kurrachee Advertiser		
Bombay Year Book	These are published on the	
Calcutta ditto	and contain a	
Madras ditto	of	Not received anywhere except at the East India House.

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THE PRINCIPAL INLAND ROUTES IN INDIA,
WITH THE DISTANCES IN MILES FROM EACH STATION, MODE OF CONVEYANCE
INDICATED, RAILWAY AND ELECTRIC TELEGRAPH STATIONS, POST
TOWNS, AND MILITARY STATIONS MARKED.

EXPLANATION:—

M., Military Posts ; P., Post Town and Baugy Roads ; B., Boat, per ; S., Steamer, per ;
D., Dawk, per ; T., Electric Telegraph ; R., Railway Station ; C., Coach, per.

Miles from Bombay	No. 1 Route.	Miles from Bombay	No. 6.	Miles from Bombay	No. 10.
	Bombay (T) to Aurungabad, via	15	Bombay to Belgaum	15	Bombay to Duporlee, viz.
15	Panwell P S		Panwell P S		Panwell S P
	Khundalla D P		Penn P D		Penn D P
94	Poona P M C	121	Talleh P		Talleh P
	Kirkee P M		Dagorlee P M	121	Mhar P
	Seroor P M		Severndroog P		Daporlee P M
162	Ahmednuggur P M	198	Unjunwell P		
232	Aurungabad P M		Rutuagherry P M		No. 11.
	No. 2.		Viziadroog P	318	Bombay to Darwar, viz.
	Bombay to Asseergurh and Mhow, viz.		Malwan P	351	Belgaum, via No. 6
34	Bhewady P D	318	Vingorla P	446	Darwar P M D
80	Nassick P M		Warree P M		Huryhur P M
	Chandore		Belgaum P M T		No. 12.
	Durrumgaum			351	Bombay to Honore, viz.
	Chopra		No. 7.	463	Darwar, D via No. 11
	Boorhampore	24	Bombay to Bhewady, viz.		Honore P
162	Asseergurh P M	34	Tannah R P		No. 13.
259	Mhow P M		Bhewady D P	232	Bombay to Deesa, viz.
	No. 3.			451	Bhoj, via No. 1 D
	Bombay to Baroda D	281	No. 8.		Ahmedabad P M
	Gora	354	Bombay to Bhoj, viz.		Kurree
	Bassein P		Baroda, via Routes 3, 8, 4		Deesa P M
	Mahun		Khaira, P M D		No. 14.
	Danoo	587	Than		Deesa to Neemuch D, viz.
	Daman P		Morvee		Palunpore P
	Parner		Malia		Aboorgurh
	Bulsar		Wandea		Serohee P
191	Surat P M		Bhooj P M	250	Odeypore P
	Sewan	15	No. 9.		Neemuch P M
	Broach P M		Bombay to Calcutta, viz.		No. 15.
281	Baroda P M	162	Panwell S P		Deesa to Hyderabad
	No. 4.		Khundalla P D		Nagur Parkur D
191	Bombay to Baroda, S to		Kirkee P M	313	Wanga Bazaar
	Surat P M		Seroor P M		Hyderabad P M T
	Sewan D		Ahmednuggur P M		No. 16.
	Broach P M	508	Toka	121	Deesa to Balmer
281	Baroda P M		Jafferabad		Sachore D
	No. 5.		Akola P M		Balmer P
	Bombay to Beejapoor, &c.		Umruwutte P		No. 17.
15	Panwell P S		Nagpore P		Bombay to Dhoolia D, viz.
	Khundalla D P		Seetabuldee D		Chandore, via No. 2 P
94	Poona P M C		Deoree	208	Malleigaun P M
	Padigaum P		Raypore P		Dhoolia P M
	Punderpore P		Nurrah	318	No. 18.
280	Beejapore P		Burgur		Bombay to Goa P S
396	Bellare P M	1116	Sumbulpore P		No. 19.
			Jotepore P		Bombay to Goa
491	Hyderabad P	1185	Dumaree	318	Belgaum, via No. 6
			Midnapore P M	368	Goa P M
			Debra		
			Calcutta P M T		

INLAND ROUTES—Continued

Miles from Bombay		Miles from Bombay		Miles from Calcutta	
232	No. 20. Bombay to Hursole, via No. 1 D	95	No. 30. Malleigaum to Aurungabad Kunker	342	Comilla P
358	Ahmedabad P M		Aurungabad P		Kindal
	No. 21. Bombay to Khaira, via No. 3 D	580	No. 31. Bombay to Herat S	548	Mahumud Alleghaut
281	Baroda P M	638	Kurrachee P M D T		Chittagong
334	Khaira P M	696	Tattah P D		Ranoo
	No. 22. Bombay to Kaludjee, via No. 5 D	786	Hyderabad P M		Tek Naf
280	Beejapoor P	886	Schwan P B		Tek Myoo
314	Kaludjee P M	997	Larkhana P M D		Akyab P M
	No. 23. Bombay to Kalapore, via No. 6 D	1066	Gundava P	796	No. 36. Calcutta to Allygurh, via No. 34 D
198	Rutnagherry P M	1152	Dagur P		Agra P M
223	Kalapore P M	1294	Quetta P		Muttra P M
	No. 24. Bombay to Madras, via No. 11 D	1294	Kandhar P	816	Hatras
351	Darwar P M	1378	Girikh P		Coel P
446	Savanoor	1665	Herat P		Allygurh P M
663	Harj onelly		No. 32. Bombay to Kabul, via No. 30	499	No. 37. Calcutta to Almorah, via Allahabad D P M [No. 34]
700	Huryhur P M	1294	Kandahar P D		Shahzapore P
715	Chittiedroog P	1378	Kalati Ghijie P		Futtehpore P M
	Serah P	1515	Ghuznee P	628	Bunkee P
	Bangalore P M	1691	Kabool P M		Kujwah
	Colar P		No. 33. Kabool to Loodianah D	717	Cawnpore P M
	Vellore P M	97	Jellalabad P		Bilore
	Arcot P M R	186	Peshawur P M		Jenilabad
	Arnee P M T	230	Attock		Futtegurh P M
763	Madras	352	Rotas	782	Furruckabad P
	No. 25. Bombay to Mahabuleshwar, via No. 9 S	414	Ramnuggur	842	Jellalabad P
15	Panwell P	488	Lahore P M		Kuttra P
94	Poona D M	541	Ferozepoor P M		Bareilly P M
130	Mahabuleshwar P	626	Loodianah P M	896	Moradabad P M
	No. 26. Bombay to Rajkote, via No. 21 D		No. 34. Calcutta (T) to Agra D		Rampoor P
334	Khaira P M		Serampore P		Roodarpore P
458	Rajkote P M		Chinsura		Almorah P M
	No. 27. Bombay to Sattara, via No. 10 D		Burdwan P		No. 38. Calcutta to Banda, via No. 34 P D
121	Daporlee P M		Kasitah	499	Allahabad P M
163	Sattara P M		Burhee		Shahzapore P
	No. 28. Bombay to Sholapore, via No. 5 D		Dunwa	613	Futtehpore P M
94	Poona P M C		Sasseram		Banda P M
	Padigaum P		Acolee		No. 39. Calcutta to Bhopal, via No. 34 D
246	Punderpore P		Sallampoor P M	428	Benares P M
	Sholapore P M		Benares P M		Secrole P M
	No. 29. Sholapore to Secunderabad D		Gopeegunje	433	Satanpoor P M
203	Sedashypett		Allahabad D M		Chunar
	Secunderabad P M		Shazapore P		Kuttrah
			Futtehpore P M		Mungowah
			Hameerpoor P M		Rewah D
			Calphy P M		Jokehey P
			Secundra		Dunmow P M
			Erawah P M	743	Saugor P M
			Shekohabad P		Bhilsah P
			Agra P M	842	Bhopal P
			No. 35. Calcutta to Akyab D		No. 40. Calcutta to Cuttack D
			Dumdum P M		Debru
			Barrackpoore P M		Jelasore P
			Moorlee P		Balasure P
			Memutpe		Turingurh
			Fureedpore		Kunditter
			Dacca P M		Chutteale

INLAND ROUTES—Continued.

Miles from Calcutta		Miles from Calcutta		Miles from Calcutta	
248	Cuttack P M		Debra	1052	Madras P M T
	No. 41.		Midnapore P M		No. 54.
	Calcutta to Delhi, via No.		Dumaree		Calcutta to Meerut, via
	36 D		Joteore P	816	Allygurh, No. 36 D
816	Allygurh P M		Sumbulpore P		Kororjah P
	Khorjah		Burgur		Secunderabad P
	Secunderabad P M		Nurrah	906	Hauper
900	Delhi P M		Raypore P		Meerut
	No. 42.	608	Doorg P		No. 55.
	Calcutta to Dinapore		Deoree		Calcutta to Mhow, via Hos-
37½	Pundoah R	798	Sectabuldee P M	864	sungabad, No. 48 D
	Kishnagar P D		Nagpore P		Sehore P M
	Khossalpore P	864	Pandhoorna		Ashta P
	Mexai		Baitool P	980	Indore P M
	Burhanpore P M		Shahpore		Mhow P M
	Moorshedabad P M		Hossungabad P M		No. 56.
	Khamra P		No. 49.		Calcutta to Mirzapore, via
	Ourangabad P		Calcutta to Jubbulpore, via	433	Chunar No. 39 D
	Rajmahal P		No. 39 D	455	Mirzapore P M
	Coloong P	700	Jokehey		No. 57.
	Bhaugulpore P M		Bellary P		Calcutta to Neemuch, via
	Sultamgunje P		Jubbulpore P M	870	Gwalior No. 45 D
	Currackpoor		No. 50.		Antree P
	Soorujgur	187	Calcutta to Jumalpoor, via		Nurur P
	Behar		No. 35 to Dacca, D		Shewporee P M
376	Dinapore P M	301	Dacca		Shahabad P
	No. 43.		Teugra P		Kishore P
	Calcutta to Ghazeepore, via		Suroaura P		Rampoora P
376	No. 42 D	900	Jumalpoor P M	1049	Neemuch P M
	Dinapore P M		No. 51.		No. 58.
	Arrahor P		Calcutta to Kurnal, via No.	796	Calcutta to Nusseerabad, via
	Bakar P M		41 to Delhi D		Agra No. 34 D
431	Ghazeepore P M	978	Soneepur P		Beaua P
	No. 44.		Panepur P		Jeypore P M
	Calcutta to Goruckpore, via		Muzufferingar P		Sawurdah P
	No. 43 D	428	Kurnal P M	1018	Kishnagarh P
431	Ghazeepore P M		No. 52.		Nusseerabad P M
	Azimgurh P M		Calcutta to Lucknow, via		No. 59.
525	Goruckpore P M	619	No. 34 to Benares D		Calcutta to Patna, via Behar
	No. 45.		Jaunpore P M		No. 42 R D B
	Calcutta to Gwalior, via		Sultanpore P M	369	Futwa
	No. 34 D	248	Lucknow P M		Patna
796	Agra P M		No. 53.		No. 60.
	Dholpore P		Calcutta to Madras, via		Calcutta to Shahjehanpore,
870	Gwalior P M		No. 40, to Cuttack D	735	via Kuttra D
	No. 46.		Pooree or Juggernath P		Shahjehanpore
	Calcutta to Hissar, via No.		Ganjan P		No. 61.
	41 D	498	Gopalpore P		Calcutta to Sudiva, via Dacca
900	Delhi P M		Poondy P	187	No. 34 D
	Rhotuck P		Colingapatam P		Sujalpore P
995	Hansee P M	557	Chicacole P	332	Nubeegunje P
1015	Hissar P M		Bimlipatam P	360	Silhet P M
	No. 47.		Vizagapatam P M	455	Chirra Ponjee P M
	Calcutta to Hazareebagh D		Payakarapetta P	547	Gowahatty P M
	Serampore P	748	Juggunpet P	678	Tezpoore P M
	Chinsura P		Rajumundry P	648	Bishuath P
	Inchura P	807	Ellore P M		Jorhat or } P
	Burdwan P		Bezoarah P		Moohur } P
	Baucorah P	873	Guntior P		Seeksagur or } P M
	Ragonatpore P		Incollo P		Rungpore } P M
230	Hazareebagh	952	Ongole P		Debrogurh P M
	No. 48.		Ramapatam P		Rungagora P M
	Calcutta to Hossungabad D		Nellore P	781	Sudiva P M
			Naidopet P		
			Nerrumbancum		

INLAND ROUTES—Continued.

Miles from Calcutta		Miles from Madras		Miles from Madras	
	No. 62.		Tripasore P		
332	Calcutta to Muneepeer, via		Nayery P	189	Ongole P
398	Silhet No. 61 D	166	Kircumbady P		Jucollo P
			Cuddapah P M	255	Guntoor P
494	Bauskaude		Gaudicotta P		Bezoarah P
	Muneepeer		Tarputry P	315	Ellore P M
	No. 63.		Gooty Droog	373	Rajainundry P
608	Calcutta to Baitool, via		Kurnool P M		Juggumpet P
	Nagpore No. 48 D		Paugul	501	Payakarapetta P
798	Pandhoorna P	398	Juddacherla		Vizagapatam P M
	Baitool P		Tanumpat	567	Bimlipatam P
	No. 64.		Hyderabad P		Chicacole P
580	Calcutta to Kamptee, via		Sedashypet		Calingapatam P
518	Nagpore No. 9 D		Beeder P		Poondy P
	Kamptee P M	651	Oydheer	682	Gopalpore P
	No. 65.	690	Gungakair P		Berhampore P M
978	Calcutta to Simla, via		Jaulna P M		No. 78.
	Kurnal No. 51 D		Aurangabad P M	205	Madras to Calicut, via
1033	Thanesir P	690	No. 72.	281	Bungalore No. 75 R D
	Umballa P M		Madras to Malleigaum, via		Seringapatam P M
1112	Subathoo P M	785	Aurangabad No. 71 D		Mysore P
	Simla P		Malleigaum P	338	Goandelpet
	No. 66.		No. 73.	418	Ootacamund P
1033	Calcutta to Loodianah, via	690	Madras to Dhoolia, via		Calicut P
	Umballa No. 65 D		Aurangabad No. 71 D		No. 79.
1203	Sirhind D	782	Kunker	281	Madras to Cannamora, via
	Loodianah P M		Dhurrungaum P M	419	78 R D
	No. 67.		Dhoolia		Seringapatam P M
1049	Calcutta to Deesa, via	398	No. 74.		Periapatam
	Neemuch No. 57 D		Madras to Ahmednuggur,		Cannamora P M
	Odeypore P	534	via Hyderabad No. 71 D	85	No. 80.
	Serohee P		Sedashypet P		Madras to Chittoor, via
	Aboogurh P		Sholapore P M	96	Vellore 75 R D
1299	Palunpore		Punderpore P		Diraperyad D
	Deesa P M		Padigaum P		Chittoor P
	No. 68.		Kirkee P M		No. 81.
980	Calcutta to Baroda, via	664	Seroor P M	85	Madras to Cochin, via
	Mhow No. 55 D		Ahmednuggur P M		Vellore 75 R D
	Indore P M	71	No. 75.	217	Trinomally
	Dhar P M	85	Madras to Bangalore, via		Salem P
1212	Bhopawur P M		Arcot 70 R D	315	Erode
	Baroda P M		Vellore P M	346	Avenashi P
	No. 69.		Venkalagherry P		Colmbatore P
508	Calcutta to Dhoolia, via	205	Colar P		Palghautcherry P M
	Nagpore No. 9 D		Bangalore P M		Tirtalla
	Umrwutte P		No. 76.		Ponany
	Akola P M	205	Madras to Bellary and Bee-	437	Chitwyte
963	Jafferabad P		japore, via Bangalore		Cranganore
	Aurangabad P		No. 75 R D		Cochin P
	Kunkur P		Mundy Droog P		No. 82.
1055	Dhurrungaum P M		Bangapilly P		Madras to Condapilly, via
	Dhoolia P M	262	Anautapore P		Bezoarah 77 D
	No. 70.	316	Gooty Droog	285	Condapilly P
12	Madras to Arnee R		Bellary P M		No. 83.
	Royapooram		Hullully		Madras to Cuddalore, D
	Avady		Mudgud		Palaveram P M
	Perembore	482	Dacoar		Chinglepue P
	Kumer		Beejapore P		Carangoly P
50	Beypore		No. 77.	98	Tindevanum P
71	Arcot P M D		Madras to Berhampore D	110	Pondicherry P
90	Arnee P M		Tripasore P		Cuddalore P
	No. 71.		Nerrumbaucum P		No. 84.
	Madras to Aurungabad D	111	Naidopet P		Madras to Cuddapah D
	St. Thomas' Mount		Nellore P		Poonamallee P
			Ramapatam P		Kircumbady P

INLAND ROUTES—Continued.

Miles from Madras		Miles from Madras		Miles from Madras	
166	Cuddapah P M No. 85. Madars to Dindigul, via Tindevanum No. 83 D Trivady Oolundorpet P Keranoor Trinchinopoli P M Covilputty P Cotamputty P Dindigul P	189	No. 89. Madras to Kamptee, via Ongole No. 77 D Pondigal Nalgonda Nacrycul P 398 Secunderabad P M Bolarum P Bicknore Juckrumpilly Neermul P Idulabad Boree Seetabuldee P M 713 Nagpore P 722 Kamptee P M	110	No. 93. Madras to Negapatam, via Cuddalore No. 83 D Porto Novo P Shealli P Tranquebar P Carical P Nagore P Negapatam P
209				187	No. 94. Madras to Palamcottah, via Madura No. 90 D Vemboocottah P Palamcottah P M
270	No. 86. Madras to Gamjam, via Gopalpore No. 76 D 699 Gamjam P	713		292	
	No. 87. Madras to Honore, via Bellary No. 76 D 316 Huryhur P M 393 Harponelly Savanoor 468 Dharwar P M 546 Honore P	722	No. 90. Madras to Madura, via Trinchinopoli No. 85 D 209 Covilputty P Cotamputty P 292 Madura P	390	No. 95. Madras to Quilon, D, via Palamcottah No. 94 P Nagercod P Trivandrum P Anjengo P Quilon P M
651	No. 88. Madras to Asseergurh, via Jaulna No. 71 D Kunker P Dhurrumgaum P M Chopra P Boorhampore P 779 Asseergurh P M	436	No. 91. Madras to Mangalore, R D, via Periapatam No. 79 P Markara P M Mangalore P M	454	No. 96. Madras to Samulcottah, via Juggumpet No. 77 D Samulcottah P M
			No. 92. Madras to Mazulipatam, D, via Bezoarah No. 77 P 322 Mazulipatam P M	404	No. 97. Madras to Tanjore, via Trinchinopoli No. 85 209 Tanjore P 246

BOMBAY TO WASSIND AND CAMPOOLEE.

NOTICE.—Bombay time is kept at all stations on the railway. The doors of the booking offices will be closed punctually at the hours fixed in the following tables, after which no person can be admitted. To insure being booked, passengers should arrive at the respective stations, and obtain their tickets, five minutes earlier than the times mentioned.

Miles.		Wk. Days and Sundays.			Fares.		
		1	2	3	1st class.	2nd class.	3rd class.
		a.m.	p.m.	p.m.	R. A. P.	R. A. P.	R. A. P.
—	Bombay. dep	8 0	2 30	5 0	..	..	..
24	Byculla	8 10	2 40	5 10	0 6 00	2 60	1 0
52	Mahim Road.	8 25	..	5 25	0 12 00	5 00	2 0
92	Coorla.....	8 38	..	5 38	1 4 00	8 30	2 6
162	Bhandoop ..	9 2	..	6 22	2 00	14 30	4 3
204	Tannah.....	9 15	..	6 15	2 10 01	1 60	5 3
244	Perseek	9 38	..	6 38	3 2 01	5 00	6 3
332	Callian .. arr	10 04	25	7 04	4 01	12 60	8 6
—	Callian.. dep	..	..	7 5	..	..	..
40	Titwalla. ,,	..	..	7 25	5 0 02	1 60	10 0
494	Wassind.. arr	..	..	7 55	6 4 02	9 90	12 6
—	Callian.. dep	10 54	30	..	..	..	..
412	Budlapoor ,,	1035	..	..	5 4 02	3 00	10 6
532	Narel.....	1115	5 45	..	6 12 02	13 00	13 6
71	Campoolear	1230	7 0	..	8 14 03	11 31	1 9

CAMPOOLEE & WASSIND TO BOMBAY

Miles.		Wk. Days and Sundays.			Fares.		
		1	2		1st class.	2nd class.	3rd class.
		a.m.	p.m.		R. A. P.	R. A. P.	R. A. P.
—	Campoolee d	6 0	2 0	..	..	..	..
174	Narel.... ,,	7 10	3 10	..	2 4 00	15 00	4 6
294	Budlapoor ,,	..	3 50	..	3 12 01	9 00	7 6
372	Callian.. arr	8 10	4 25	..	4 12 01	15 90	9 6
—	Wassind. dep	7 0	..	..	..	..	..
94	Titwalla. ,,	7 30	..	..	1 4 00	8 60	2 6
162	Callian .. arr	8 0	..	..	2 2 00	14 30	4 3
—	Callian . dep	8 15	4 35	..	..	..	..
472	Perseek	..	4 58	..	6 0 02	8 00	12 0
504	Tannah	8 45	5 10	..	6 6 02	10 60	12 9
544	Bhandoop ..	9 05	5 25	..	6 14 02	14 00	13 9
612	Coorla	9 23	5 48	..	7 12 03	3 90	15 6
554	Mahim Road.	9 37	6 2	..	8 4 03	7 01	0 6
682	Byculla	9 50	6 15	..	8 10 03	9 61	1 3
71	Bombay.. arr	10 56	30	..	8 14 03	11 31	1 9

The extension of this Line is fast progressing from Wassind to the

Foot of the Thull Ghaut 25 miles.
The Ghaut 92 ,,
Top of the Ghaut, near Egutpoor, to
Bhosauril 190 ,,

Total.....2244 miles.

BOMBAY TO MAHIM.

Miles.		Wk Dy		Sundy.		Fares.		
		1	2	1	2	1st class	2nd class	3rd class
—	Bombay. dep	a.m.	p.m.	a.m.	p.m.	R. A.	R. A. P.	A. P.
2½	Byculla	8 15	5 35	8 15	4 0	..	..	..
5½	Mahim Road.	8 25	5 45	8 25	4 10	0 60	2 61	0
8	Mahim .. arr	8 38	5 56	8 38	4 23	0 120	5 02	0
		8 50	6 58	8 50	4 35	1 00	6 92	0

MAHIM TO BOMBAY.

Miles.		Wk Dy		Sundy.		Fares.		
		1	2	1	2	1st class	2nd class	3rd class
—	Mahim... dep	a.m.	p.m.	a.m.	p.m.	R. A.	R. A. P.	A. P.
2½	Mahim Road	9 15	6 3	9 15	6 30	..	..	..
5½	Byculla	9 25	6 40	9 25	6 40	0 60	2 61	0
8	Bombay.. arr	9 35	6 50	9 35	6 50	0 120	5 02	0
		9 48	7 09	9 45	7 01	0 00	6 92	0

GENERAL REGULATIONS.

Passengers will be booked subject to all the bye-laws and regulations of the company.

PERIODICAL TICKETS.—First class will be issued between Bombay and the undermentioned stations, at the rates entered opposite each in the annexed table, viz.:—

To	For 1 Month. Rupees.	For 3 Months. Rupees.	For 6 Months. Rupees.	For 12 Months. Rupees.
Mahim Road..	18	45	80	140
Mahim or Sion.	20	50	90	160
Bhandoop	26	65	110	200
Tannah	31	78	130	240
Callian	41	110	190	350

2nd class to Mahim or Coorla :—

For	6 months.	9 months.	12 months.
Rs.	60	85	110

DOUBLE TICKETS.—First class will be issued between Bombay or Byculla and Mahim, Coorla, Bhandoop, Tannah, Perseek, Callian, and Wassind, at three-fourths of the ordinary double fare. These tickets will be available for return the same day, and those issued on Saturdays will be available for return the same day or on the following Sunday or Monday; they are not transferable.

CHILDREN—Infants in arms will not be charged; children under 10 years of age half-price.

SPECIAL TRAINS may be engaged with one or

more carriages attached. For rates, or any other information, apply to the traffic manager.

LUGGAGE.—100 lbs. weight of personal luggage (not being merchandize, or other articles carried for hire or profit), will be allowed to each first class passenger, 40 lbs. to each second class passenger, and 20 lbs. to each third class passenger. All excess over these specified allowances will be charged—for the first 100 lbs., 1 pie per lb; exceeding the 100 lbs., ½ a pie per lb.; but no less charge than 2 annas in any case. The company will only hold themselves responsible for luggage when it is booked and paid for according to its value; and they recommend passengers to have their name and destination in all cases distinctly marked thereon, and to satisfy themselves that it is deposited in the company's carriages.

Under 10 lbs. 28 lbs. 56 lbs. 112 lbs.

PARCEL RATES.—Between Bombay and intermediate stations and Tannah

Between Bombay & Wassind 4 ,, 10 ,, 1 Rs. 1½ Rs.
Ditto and Campoollee.... 6 ,, 10 ,, 1 Rs. 1½ Rs.

GOODS RATES.	1st Class per Ton			2nd Class per Ton.			3rd Class per Ton			4th Class per Ton			5th Class per Ton		
	Salt, Stone, Sand, Bricks, & all other heavy goods.			Grain, Seeds, Vegetables (loose), Manufactured Goods (packed).			Cotton (pressed, packed), Small Wares, &c.			Cotton in Gunny bags, Wines, Spirits, &c.			Opium, Furniture, &c.		
Between	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
Bombay & Tannah	1	2	0	1	9	0	2	3	6	2	7	0	2	14	0
Bombay & Callian	1	10	8	2	6	0	3	7	0	3	12	8	4	8	0
Bombay & Wassind	2	13	8	3	14	4	4	15	0	5	15	8	8	1	0
Do & Campoollee	3	15	2	5	6	10	6	14	6	8	6	2	11	5	6

N.B.—Consignments of goods exceeding 112 lbs. in weight, will be charged at these rates, the minimum charge being the highest parcel rate.

Parcels must be delivered at the respective stations ten minutes before the departure of the trains by which they are to be forwarded.

TICKETS must be shown to the company's servants, or delivered up to them when demanded. Parties not producing their tickets are liable to be charged the fare from the most distant station from which the train may have started. They are only available on the day of issue. Any person who shall attempt to defraud the company by travelling or attempting to travel upon the railway without

having previously paid his fare, or who shall in any other manner attempt to evade the payment thereof, is subject to a penalty not exceeding fifty rupees.

SMOKING.—No person will be allowed to smoke in or upon the carriages, or in the company's stations (except in places or carriages which may be specially provided for the purpose), under a penalty not exceeding twenty rupees.

Dogs.—A charge will be made for dogs, but they will on no account be allowed to accompany passengers in carriages.

HORSES, CARRIAGES, AND PALANQUINS conveyed to and from Bombay, Tannah, Callian, and Wassind stations. Passengers riding in their own carriages pay first class fare. Grooms, having the care of horses, will be charged according to the carriage they ride in; but when travelling in the same box with their horses, they will be charged third class fares. Carriages and horses must be at the stations fifteen minutes before the time of starting of the trains, and if to be sent from Tannah, Callian, or Wassind, a notice of 12 hours is necessary.

COMPLAINTS.—The company's servants are strictly enjoined, on pain of dismissal, to observe the utmost civility towards passengers; and any instance to the contrary, if mentioned to the inspector in waiting, or entered in the complaint book provided at each station, or addressed to the traffic manager of the company, will be immediately attended to. Leaving the

BOREE BUNDER,

Where is erected a commodious station, the *locale* is very densely populated, and situated at a short distance from Fort St George and the Fort at Bombay, the line then proceeds along the shore, passing the lofty

NOWROJEE HILL,

Near which the high road twice crosses it at right angles, where it is shut up by huge gates, then it proceeds under the

MAZAGON VIADUCT,

Opposite the Sudder Adawlut. Here is the well arranged and commodious hotel, Hope Hall—tariff, 5 rupees per diem, or 100 rupees per month. The locality is exceedingly picturesque; the mangoes of this part are famous all over the world. The Oriental and Peninsular Company have a capacious dock here—close at hand are the Botanical

Gardens and the School of Industry, so admirably arranged and ably planned by Dr. Buist. The Bungalows (villas) in this locality are spacious, handsomely furnished, with large gardens beautifully and tastefully arranged, but owing to a native burial ground being in the immediate vicinity it is not considered as a very healthy spot for Europeans. The line now takes a double curve of large radius, and crossing the Byculla Road near the Bishop's residence arrives at

BYCULLA.

Here is a commodious club, the Adelphi Hotel; a handsome church adjoins the Byculla schools, established for the education of orphans of both sexes of Anglo-Indian parentage (the scheme of which is most defective and circumscribed). The Bombay Education Press is also close at hand. Then passing the curious gravel bank called Phipp's Cart, it proceeds under a viaduct, reaches the flats near the race course close to Chingpookey, passes along them, the scenery about which is exceedingly pretty, and embraces views of Tardoo, Girgaum, Malabar Hill, and Breach Candy. The magnificent and commodious house of Parell, the residence of the Governor of Bombay, with its fine park-like grounds is then seen, and will ever be a striking object of interest to all travellers, especially as it was at one time the residence of that great warrior the lamented Duke of Wellington, during his early campaign in India. It then proceeds almost in a straight line until it reaches Sion, where it passes under the public road, and along the base of Sion Hill, on the top of which is an ancient Marathi Fort and a handsome Portuguese Church. It then reaches the Mahim Road Station, from which there is a branch to

MAHIM,

Distant 2½ miles. This is a fishing village, famous for its large and well flavoured oysters, and it may not be amiss to caution Europeans not to partake of that dainty, as it is no less remarkable than true that "*Mahim Oysters*" are considered by all Indian medical practitioners as very dangerous for Europeans to eat. The Roman Catholic church here is a handsome edifice, and most picturesquely situated. The line then proceeds across the Sion Marsh. Adjoining and parallel to the line is that magnificent work, the Causeway, constructed in

1844, at the sole expense of, the venerable Sir Jamsetjee Jejeebhoy, Bart., the wealthy Parsee merchant, the descendant of the ancient Djemshid, the renowned chief of the Zoroastrians.

The line then bends to the right, passes through the Salt Pans, and enters Salsette. Here the country is magnificently wooded, and the views become very pleasing and picturesque.

COORLA

Is then reached, after which the country becomes open on both sides, and the scenery beautiful in the extreme.

BHANDOOP

Is then approached, at which place there is a very extensive arrack manufactory, conducted by that ingenious Parsee, Cursetjee Nowrojee, whose hospitality to Europeans is proverbial. On no account should the traveller omit paying that gentleman's private residence a visit, and inspecting the water works and fountains erected in his grounds. On the left are seen the low rocky woody ridges of Salsette, interspersed with woodlands, cultivated fields, cottages, and villages, and on the right, close to the line for full eight miles, is the Tannah river. Beyond are seen towering in the distance the superb Ghauts. The line as it nears the Tannah station is embowered under beautiful trees with magnificent foliage, after which it enters the village and turns quickly round to the viaduct, a well executed work, and then crosses the Tannah river, which stream is divided by a long and rocky island. The arches are of a good span, and the channel narrow. On the mainland side it is deep, and an iron bridge 85 feet span, rather tubular, admits the shipping under it. The next four miles of the line proceeds along the base of the hill, and through a tunnel about 100 yards long, situated at the spurs of the Godadungher hill, and then reaches Perseek, a projecting point. Thence it goes along the margin of the Callian river. The scenery now passed through, it must be admitted, is the most magnificent the human eye ever gazed upon; and passing through another tunnel the village and telegraph station of

CALLIAN

Is soon reached; here a branch proceeds on to Budlapoor, Narel, and Campoolee. This portion of the line is rendered remarkable as having been contracted for and finished in good style by Jamsetjee

Dorabjee, a Parsee, the first instance of a Native entering into competition with Europeans for the Indian railway contracts. The line then proceeds to the beautifully executed Ulassa viaduct over the Ellassoo. This work, which was also constructed by the Parsee contractor, consists of 15 arches of 200 feet long and 50 feet high, which carries the line over the rocky bed of a river—then the train proceeds past the Kaloo viaduct, of similar dimensions, and proceeds on to the station at

TITWALLA.

The country passed through is pleasing and romantic. The train then goes on to the Bashtia viaduct, after which it reaches

WASSIND, the present terminus of the railway.

HINTS ON ARRIVAL IN INDIA.

The traveller must, unless he has relatives at the Presidency to which he is bound, select one of the

EUROPEAN HOTELS.

The expense of board and residence at an Indian inn, which accommodation consists of four meals per diem, at a *Table d'Hôte*, viz.:

A Cup of Coffee.....at 6 A.M.

Breakfast, *à la Fourchette* at 9 A.M.

Tiffin (luncheon) at 1 p.m.

Dinner, with Dessert at 7 p.m.

with the use of a general sitting and billiard room and small bedroom is Rs. 5 (10s.) per diem, or Rs. 100 (£10) per month. There are no extras except wines, beer, soda water, liquors, and spirits, all of which are charged for separately. The company is almost invariably of a most heterogeneous description, comprising merchant captains, merchants, cadets, writers, assistant-surgeons, officers both naval and military, civilians and travellers of all grades. An European seldom tarries at any of them longer than he can possibly avoid; but endeavours, provided he is acquainted with any residents of the place, or has any letters of introduction to render himself eligible to enter any of the well appointed

CLUBS.

If he is sojourning at Calcutta, he will procure admittance to the Bengal Club; should he be at Madras, he will find the Madras Club one of the most extensive and striking edifices of the town, and in which ample accommodation is provided for a number of persons, under most admirable regulations, and at moderate charges. Admittance into the Byculla Club, at Bombay, can only be obtained by ballot. It is seldom, however, that any European remains at either of them for any lengthened period, but hastens to hire a house, or, as it is called in Indian phraseology, a

BUNGALOW.

The situation chosen should be as dry and open as possible, and on high ground; the walls as well as the beams ought to be carefully examined, in order to ascertain whether the former are damp, or the latter encrusted with that dreadful pest, the voracious White Ant. The grounds, or compound as they are termed in India, should contain that indispensable adjunct, a good deep well, the walls of which must be scrutinized as to their firmness, and the bottom as to its depth and cleanliness—particular attention should be bestowed upon this point, as the daily consumption of water in an establishment in India is immense; which may readily be imagined when it is remembered that the household, baths, horses, &c., must all be supplied with that necessary article, to purchase which, in case of there not being any well on the premises, necessarily amounts to a considerable sum, especially in the dry season (the month of May), when it frequently happens that five rupees, or 10s. per diem, is paid for the requisite supply. Precautions should be taken not to allow any squatter to tenant any hut in the compound, which sometimes happens, as this class of people

are not only insolent, but a perfect nuisance. The cookhouses and stabling (both of which should be roomy and commodious, and in good order) ought to be situated at some distance from the house, as the smells which emit from them in India are exceedingly unpleasant. Having given proper attention to these trifling minutiae, the next thing to be considered is the amount of

RENT

which should be paid for the requisite accommodation. A small house can be obtained at 40 rupees (£4) per month, or 480 rupees (£48) per annum; a moderate-sized one at 70 to 100 rupees (£7 10s.) per month, or 840 or 1200 rupees (£84 to £120) per annum; and a large one at 250 to 500 rupees (£25 to £50) per month, or 3000 to 6000 rupees (£300 to £600) per annum, in desirable situations, and at any of the Presidencies.

Previous to taking possession, it is imperatively and absolutely necessary that the utmost precaution should be observed in the framing, entering into, signing, and ratifying an agreement, in which should be distinctly stated the amount of rental, dates of payment, terms of tenancy, the repairs to be performed by the landlord, (which should include re-slatting, painting the premises previous to every rainy season, and the keeping the whole in good and substantial repair), the notice required prior to quitting the tenancy, the name of the person to whom the rent is to be paid; and a heavy penalty should be stipulated to be forfeited by the landlord or tenant, provided either of them fail to perform the covenant entered into. To an inexperienced individual these precautions may appear *captious*; but they are absolutely necessary, in order to guard the tenant from

imposition and extortion. Besides, it will be also expedient to find out whether the Bungalow is mortgaged or not, and, if so, to whom: for it commonly happens in all the Presidencies that when Europeans have paid their monthly rental to the native from whom they have hired their Bungalow, they have had to pay the same over again to the person to whom the property, together with its rental, was mortgaged—for landlords and owners of houses will actually call upon the tenants to pay them the rental, notwithstanding that they themselves have previously empowered the mortgagee to receive the same. In case of an appeal to law the tenant has no remedy, as he should have previously ascertained the real position of his landlord. These are the reasons why the covenant entered into should contain such *stringent* clauses. Under no consideration should a single rupee ever be paid in advance, or without a receipt, and such acknowledgment should always be carefully preserved, so as to be forthcoming in an instant, payment often being demanded when such has actually been made. This remark is applicable to all transactions in India, whether with Europeans or natives. The entire premises ought to be put in thorough and substantial repair prior to taking possession; the landlord's "*ipse dixit*" must not be taken; the tenant must see to it himself, or he will be duped. Two witnesses should attest the signatures affixed to the agreement—two are absolutely necessary, because deaths take place suddenly in India, and then often great difficulty exists in proving the signatures, if one party only attests a document. No precaution should be overlooked, in rendering transactions with natives as binding and legal as possible, for they are adepts at tergiversation and chicanery, from the highest to the lowest caste. They must be regarded, both young and old, as most shrewd,

crafty, cunning, designing, and overreaching individuals, whose pride and glory consists in taking every advantage of the inexperience and candour of all Europeans with whom they transact business. If the tenant should be induced to rent or lease a Bungalow upon a repairing lease, which he is most strongly advised *never* to do, he must then contract with all his workmen, and bind them down by penalties for the performance of whatever repairs he intends executing, or else he will be most adroitly fleeced. Should he find, on taking possession of his residence, that there exist any

NUISANCES

next to, or in the immediate vicinity of his compound, such as a small hut on the ground adjoining, in the front or rear of the premises which he occupies, it will be perfectly useless for him to call the Sepoy (policeman), attempt to complain to the owner of the property, or to offer to rent the same. All his endeavours will prove abortive; the most effectual, safest, easiest, and most economical plan will be to purchase a small pig, price 5 rupees or 10s., have a hole made in the hut, either at the side or back, and send the unclean animal into the premises, at the appearance or sound of which the whole of the inmates will abandon it *instantly*, as it is against their creed to remain in any place which a pig has crossed or inhabited.

It may be as well to observe that it is necessary to adopt certain precautions to protect Bungalows from the effects of the heavy rains in the wet season. About a fortnight or three weeks previous to the monsoons, it is advisable to have the whole of the roof retiled; the front, rear, and sides well covered over with cadjans (the plaited leaves of the cocoa nut), in order to protect the house from the violence of the wind and

rain, and keep it free from damp, but at the close of the wet season they must be removed. The period of the

MONSOONS

Varies at each Presidency. In Bengal hardly any rain falls from November to June, and scarcely a dry day occurs from July to October. The thermometer is in January from 52° to 65°, February 70° to 75°, March 80° to 82°, April 88° to 90°, May 85° to 140°, June 85° to 90°, July 80° to 89°, September 75° to 86°, October 76° to 80°, November 70° to 75°, December and August 65° to 66°.

At Bombay the seasons are nearly similar to those at Calcutta. At Madras the thermometer in January and February is from 75° to 78°, March to June 76° to 87°, July the rains begin, and the thermometer is then at 84°, August 84°, September 83°, October 81°, November 80°, December 75°, and then the rains abate. The next thing to which attention should be directed is the arrangement of the Compound into a kind of

GARDEN,

Which is effected in India in quite a novel manner, compared with the tedious and expensive process necessary in England. It will only be necessary to send to the bazaar and purchase a few tubs, and shrubs planted in tubs which the gardener ("mallee") will arrange most tastefully about the grounds, in such a manner that to a distant observer it would appear that those exotics were not only permanently fixed in the soil, but that they had been planted a considerable time. That useful individual will then proceed to levy contributions on all the neighbouring "mallees," and in a few days, say three or four, he will have planted such a number and variety of evergreens and flowers in tubs, and have so tastefully arranged them about the Compound, that a most luxuriant garden will have

sprung up as if by magic, and which, even in the dry season, he will tend with much care and attention, provided that due precaution has been taken to have that most valuable and indispensable fixture in all Bungalows in the East, the well, properly cared for.

Attention must then be directed to see that the whole of the offices and stabling are in good order, the roofs well tiled, the front, rear, and sides protected, in the same manner as those of the Bungalow, from exposure to the inclemency of the weather, and, if practicable, a well-built, covered avenue, made of bamboos and cadjans, extending from the Bungalow to them, should be constructed, in order that the domestics may be able to pass and repass into the house without exposure to the heat in the dry season, or to the wet in the monsoons.

All these minutiae having been attended to, the next important point is to procure a useful, and, as far as possible, a well-disposed staff of servants, which is one of the most difficult desiderata to effect in India, since it is almost next to an impossibility to make a searching inquiry into their characters, on account of the peculiar manner in which the hiring of domestics is effected in that country. It is necessary to make inquiries of the hotel-keepers, and most respectable storekeepers in the Presidency, after which application, a complete horde of menials of all castes and descriptions will be forthcoming, bringing with them written testimonials, or, as they designate them, their characters, the greater portion of which are either *forged*, or else have been borrowed from some native chapman in the bazaars, on the payment of a small fee for the accommodation. It is utterly impossible to guard against imposition on this head, inasmuch as almost all Europeans, on quitting the different Presidencies, either for Europe or the interior, invariably hand their servants written characters, consequently, as their former masters

or mistresses are absent from the locality, a personal reference can seldom be obtained. Under these circumstances, Europeans are, figuratively speaking, obliged to hire the whole of their domestics on their own "ipse dixit"—so that it becomes doubly imperative that a most rigid surveillance should be maintained over every Indian establishment, notwithstanding that it is the custom to entrust the management of the staff of servants and household to the head servant (Butler). The distinction of caste, and the nature of the climate, render it necessary that an European's

STAFF OF SERVANTS

In India should consist of the following menials, whose appellations are herewith given, as they are designated at the different Presidencies, namely, a

BUTLER,

Or, as he is termed in Hindustanee, "Khansumah" at Calcutta; "Butler" at Bombay; and "Dobash" at Madras. It is most advisable to hire one who is a Portuguese (native of Goa), provided that he can speak Hindustanee fluently, and has travelled up the country, because, being by religion a Roman Catholic (or, as he calls himself a Christian), he is free from all caste prejudices, and will, in case of emergency, render his master assistance in any capacity, whereas, a Parsee or Mussulman Khansumah will resolutely object to perform any offices in the slightest degree at variance with his *own* immediate and self-conceived ideas of the duties of his post. It is the custom at all the Presidencies to leave the entire management of the establishment to this functionary, who, from the mere circumstance of his belonging to a different or higher caste than any of the other servants, manages to superintend the whole of the domestics tolerably well. This class of men, whether Portuguese, Parsee, or

Mussulmen, are, without the slightest over-colouring, the most adroit and consummate rogues that are to be met with in the whole universe. True it is, that they will not allow any of the other menials to cheat their masters, unless previously consulted, but yet they themselves will rob, plunder, and deceive their employers in the most shameful, impudent, cunning, barefaced, heartless, and unconscionable manner imaginable; and, woe betide the young and inexperienced European, who, upon his début in Indian life, falls into their most merciless clutches without being forewarned, and, what is essentially more necessary, forearmed against their machinations. The duties of this official are to keep the bazaar accounts, superintend the culinary department, make pastry, preserves, &c.; bottle off the drinkables, wait at table (when company is present), liquidate the house accounts, hire and discharge the other servants, and accompany his master when paying visits of ceremony, attending at Government House, or dining out. His pay should not exceed 12 rupees, or £1 4s. per month; his lodging is provided in the offices, but his maintenance is at his own expense—nominally, I add, because he always receives from every tradesman with whom his master deals, his daily allowance of provisions; and, when making his purchases at the bazaar, invariably claims, as a dustoree (present) from each individual chapman, sufficient for his own consumption. He has also another source of revenue, namely, every under servant whom he employs in his master's service is obliged to allow him a per centage of one rupee (2s.) per month out of his salary; and, as he invariably pays them, he deducts the amount out of their wages. The next in rank is the

UNDER BUTLER,

Or "Khetmutgar" or "Bhaiee" (brother) at Calcutta; but "Boy" at Bombay, whose duty is to wait at table, clean the plate and

knives, wash up the glasses, superintend the establishment in case of the illness or absence of the *Maître d'Hotel* (butler); by which official he is always hired. His pay should not be more than 9 rupees, or 18s. per month. The European himself generally hires the

VALET,

Or, as he is termed in India, "the Body Servant." His duties consist in handing his master a cup of coffee at 5 a.m., daily; in putting out his body linen, (hence his designation), clothes and boots to air, and preparing his toilet, arranging his bath, brushing the boots, clothes, and hats, arranging the things for the tailor and washerman ("Dhobee"). He has also to attend his master when going to visit a friend, either in the Presidency, or at a distance, by dawk (palanquin travelling), railway, yacht, carriage, budgerow (native boat), or steamer. He requires to be well looked after, as the whole of his fraternity are arrant rogues, and have a most peculiar *penchant* for abstracting their masters' wardrobes, especially their stock of linen, which peculations they manage to effect in the most adroit and scientific manner. It is particularly advised that the utmost surveillance should be kept over this class of domestics. The expense of keeping up an European's wardrobe in India is necessarily extremely heavy, owing to the quantity of clothing of every description which is required to be used, on account of the climate; but if due precaution is not taken to keep the entire stock under patent lock and key (for these valets are almost equal to Mr. Hobbs, of lock celebrity), and to compare the whole occasionally with the inventory (a document which should be made on arrival, and regularly kept up correctly), the stock will gradually disappear in a most miraculous manner. Many instances have been known of the wardrobes of Europeans having been found almost entirely empty at a time when they themselves con-

sidered that they possessed a supply of apparel, &c., adequate to all their wants. The peculiar manner in which the artful body servant commits his depredations is not only worthy of notice but requires to be well remembered by all novices in Indian life. It is part and parcel of that menial's duty to give his master's clothes, &c., to the tailor, bootmaker, and washerman ("dhobee"); he has to count the number of pieces of dirty linen sent to the wash, whilst his master enters them into a book; he likewise recounts them when they return. Now, these accounts always tally, so that no fraud is suspected; but still the linen gradually disappears, and, consequently, his employer is puzzled to account for his loss, little suspecting how the cunning rascal of a valet manages to effect the theft. It is indispensably necessary to have a bamboo soiled-linen basket, and it is into this receptacle that the body servant places the dirty clothes, &c., in his master's presence; but the instant that his employer quits his room, the expert marauder extracts from that receptacle whatever articles he most requires; and, as several changes of linen are made daily, his malpractices run little risk of being detected. Do not for an instant imagine that he condescends or attempts to run the risk of wearing any of those *stolen* articles. He is far too cautious and wary to commit such an indiscretion. No, he proceeds to the bazaar, where he either sells them to some native chapman, or else disposes of them to one of his own fraternity. When airing the cloth clothes, boots, hats, and other articles, he pursues the same course. Thus much *personal* surveillance is necessary. To safely guard against these pilferings the master should make the valet place all the dirty linen of every description in the basket, prior to quitting his chamber, and fasten it with a patent padlock, taking care to retain the key in his own possession. His perquisites consist of all his master's left-off wearing apparel.

His pay should not exceed 10 rupees or £1 per mensem. Lodging is provided for him in the offices, but he maintains himself out of his wages. Next to the butler, the most important domestic is the

COOK,

Who should be a Portuguese (native of Goa), as they are generally more cleanly than the other castes. His duties are to proceed to the bazaar at 5 a.m. daily, and purchase all necessaries required for the household. Under no consideration should the butler be allowed to usurp this special service of the cook, nor to absent himself in the morning, which *he will* most pertinaciously endeavour to insist upon doing. As neither butcher, baker, greengrocer, cheesemonger, fishmonger, or Italian warehouse shops are established in any of the Presidencies, it is necessary that this official should proceed to the bazaars as early as possible in the morning, to procure such condiments as have been ordered the previous night. By going "*de bonne heure*," he has always a choice of the best commodities, and, besides, he is then enabled to return in time to have his master's breakfast ready by 8 o'clock (the latest hour at which an European should partake of that refreshment). The absolute necessity of the cook going early is obvious, when it is explained that he is generally accompanied by his assistant, the under cook, both of whom saunter along very leisurely to the bazaars, where, upon their arrival, they enter a native coffee shop, smoke their hookahs, sip their Mocha, chat over the news of the day, listen to the reports ("*gups*") current in the bazaar, relate to their fraternity the sayings and doings of their masters (as far as they themselves are cognisant of such); and not until this routine is daily passed through do any of these worthy "*Soyers*" think of commencing their marketing. Fully invigorated and

refreshed with their *café noir* and liqueur forth they sally, and the bargaining which then takes place is most ludicrous and amusing; therein, in truth, is the old adage verified, that "When Greek meets Greek, then comes the tug of war;" for every native chapman in the bazaar is equally as acute an adept at cheating as the Indian "*Soyer*." If this functionary finds that he cannot gain a single pie (half a farthing) on any article that his master has ordered to be purchased, certain it is that his employer's table will be minus that commodity; whilst, in lieu of the anticipated delicacy, he will most adroitly substitute some other condiment peculiarly agreeable to his master's *palate*, in the price of which his cupidity has been satisfied. He also receives in the way of "*dustoree*" (present) an ample supply of provisions for his own and his assistant's wants. His pay should not exceed 11 rupees or £1 2s. per month. It is necessary that he should be provided with an

UNDER COOK,

Who should also be a compatriot (a Portuguese). His duties are to accompany the cook to the bazaar, to carry home the supplies, wash up the culinary utensils, sweep out the cook house, attend to the stoves and fires, clean the pots and pans, and perform both his own and the cook's offices, in case of that domestic's absence or illness. He is generally recommended by that menial to the butler, and it often happens that he pays the cook a per centage, not only for his situation, but for being taught his business, as in the course of a short time he becomes sufficiently proficient to fill the office of cook himself in another establishment. His pay should not exceed 8 rupees or 16s. per month. One of the most important, as well as useful, domestics, is the

CHIEF HAMALL,

At Bombay, but "*Bearer*" at Calcutta, or the head house servant, to whom is given the entire charge of the bungalow. His

duty is to rise at 5 a.m., open the doors and windows, sweep the rooms, clean the furniture with oil and bees'-wax (when it has not been French-polished, which is *preferable*, as it saves much trouble, and looks better), dust the rooms, place the ornaments and articles of *vertu* about the tables, arrange the vases of flowers—his tact in blending their beautiful colours is inimitable, it is a perfect *chef d'œuvre*, and surpasses all the talent of European Court bouquet makers—fill the water jars, superintend the cleaning and lighting of the lamps, pulling the punkahs, making and airing the beds, cleaning and arranging the dormitories, opening and closing the windows, ordering the sweepers, and, in fact, he is responsible for every thing that is lost or missing out of the bungalow in which he remains; he is, however, relieved by an assistant (under hamall), when going to partake of his daily meals, viz.:—his breakfast at 11 a.m. and dinner at 6 p.m. He also collects the house linen from the other domestics, and hands it over to the body servant, who gives him a clean supply in exchange. This servant, when he discharges his duties, is most *invaluable*, and ought to be highly prized by his master. His wages should *not* be advanced but a rupee occasionally given him, as a *dustoree* (present) is duly appreciated. His pay ought not to exceed 9 rupees or 18s. per mensem, and he should always sleep in the bungalow. The

UNDER HAMALLS,

Or "Musalchee," as they are called in Hindustani, have to perform the various offices of the head Hamall, when he is absent on leave or through sickness. Their duties are to obey his instructions, prepare the baths, polish the shoes and boots, clean the lamps and glasses, fill the jars with water, pull the punkahs (or large fans fixed in the rooms), waft away the flies and insects, turn down the beds, &c.

Their pay is generally about 7 rupees or 14s. each per month. The next domestic is the

DOOR KEEPER,

Or "Durwan," whose duty it is to sit in the day time at the entrance of the bungalow, open the carriage gates, announce the arrival of visitors, and inform applicants, &c., whether the master is at home. His pay should not exceed 8 rupees or 16s. per month. Another menial called the

SWEEPER,

Or "Mihtur," who has to sweep the verandahs, front and rear of the bungalow, and to remove every description of dirt from the premises twice daily. His attendance is required once morning and evening. His pay seldom averages more than 2 rupees or 4s. per month. If, however, there is a lady in the establishment, then two attend (a male and female), both of whom receive the same pay each monthly. One of the most necessary attendants is the

WATER CARRIER,

Or "Bheesti," or Paneewallah at Bombay, but Puckanly at Calcutta and Madras, whose duty is to draw the water from the well, but if such is dry, to procure sufficient quantity for the use of the entire establishment, to fill the baths, replenish the water jars once morning and evening, water the garden, wet the cuscuss tatties (mats), hung up at the doors and windows to keep the rooms cool. If he is unable to procure the requisite supply from the public tanks or private compounds, he must go and obtain it from whatever place he can; and at the close of the dry season (May) great difficulty exists in so doing. Then it frequently happens that such a scarcity prevails that the water will have to be paid for, in addition to his wages, which should not exceed 5 rupees or 10s. per month. If an European is prudent, he will have a deep shelving made all round the roof of his bungalow, having two leaden spouts at the

rear on each side, under which should be placed two large wooden tanks lined with lead inside, pitched outside, and well covered in the dry season with cadjans, so as to prevent them from leaking. By this simple process a *reserved* supply might be had in the rainy season. The next important attendant attached to all establishments is the

WASHERMAN,

Or "Dhobee," whose duty is to call *once* weekly for the dirty linen, which he takes home with him, where it is sorted by himself and his assistants, who convey it to one of the public wash-houses, called "dhobee tanks," where it is well beaten upon stones. It is then placed in the sun to bleach, removed to his house, where it is starched and ironed by the women. It must be made an absolute rule for the linen to be returned *weekly*; and if any piece is missing, and not forthcoming immediately, his pay should be stopped for the full value of that article. If its worth exceed the amount due to him at the time of its loss, he must not be warned that such stoppage of his pay is intended to be done, or else Mr. Dhobee will not wash any more linen; but he must be kept in ignorance until the amount of the pay due to him be equivalent to the value of the article lost. Then his money must be kept, and he himself discharged forthwith. The peculiar manner in which domestic affairs are conducted in British India render it necessary that some advice should be given how Dhobee Sahib's wonderful feats are to be remedied; for it is utterly impossible for any old English bachelor, precise collegian, or notable housewife, to form any idea of the destructive ravages which are committed upon every article and particle of linen which passes through the merciless clutches of this functionary. He rips and tears everything in all kind of ways, and without the slightest compunction. New shirts, waistcoats, jackets, trousers, and collars, upon their first introduction into his

domicile, are divested not only of all those necessary appendages—buttons, strings, &c.—but the collars and wrist-bands are all frayed out, and as fast as they are replaced as rapidly are they torn away again. The mode of washing in India can only be compared to the process of passing old rags into that machine termed the "devil," which is used in the cloth manufacturing districts of England. To have shirts made with collars and wrist-bands, or waistcoats, white coats, or trousers, with buttons attached to them, is perfectly useless; for upon their first excursion to "dhobee tank" they will invariably return to their owners minus those (according to every Indian washerman's ideas) superfluous appendages, and as often as such are replaced, so often would their successors indulge in endless peregrinations, on their visits to those destructive places. The only effectual remedy is to have shirts made with bands (both at the collar and wrists) and holes, so that studs can be worn, and false collars and wristbands attached at pleasure. All trousers, coats, jackets, and waistcoats, should merely have button holes for studs, and not a single button or piece of tape should be attached to anything. If an European has unfortunately not attended to this advice, he will be miserably uncomfortable, and must remedy his error as quickly as practicable, if he has any regard to his own comfort. The whole fraternity of "Dhobees" are alike in their ways, and it may be as well to state that these officials are accustomed to supply the Portuguese butlers of every establishment with a monthly loan of linen, which accommodation is in lieu of a "dustoree" (present) for their masters' custom. This circumstance will at once convince the debutant in Indian life of the necessity of compelling this unconscionable varlet to return the linen, &c., entrusted to his care, or I should add to his vagaries, at the close of every week, especially as nothing can possibly be more

amusing than to behold the stylish and even fashionable manner in which the greater portion of "Dhobee Sahib's protégés" are equipped. For instance, Mr. Spice's domestics (butler, under-butler, cook, and under-cook) make a most imposing and fashionable appearance when dressed in his friend Mr. Ginger's apparel, and Mr. Cinnamon's staff quite excel the menials of all the Chota Sahibs' (middling class of Europeans) establishments. This is the manner in which nearly all the Christian domestics manage to appear cleanly and most respectably dressed, free of any personal charge, and entirely at the expense of the European community. European washerwomen have attempted to remedy the Indian Dhobee's tricks, but they have not been *supported*; consequently he continues to have the game all to himself. His pay should not exceed 8 rupees, or 16s. per month, provided there is no lady in the establishment, when that is the case he receives 10 rupees or £1 per mensem, and the Ayah or Lady's maid must wash and get up all the fine linen, or it will return in shreds from Dhobee Tank. One of the most important domestics is the

COACHMAN,

Or "Ghareewallah" at Bombay, whose duty is to clean the carriage, harness, oil the wheels of the vehicles, inspect the horses' food, beds, and feet, attend to their feeding and cleaning, sleep in the stable, overlook the grooms, and take the full and entire charge of everything belonging to this portion of the establishment. The members of this fraternity are generally capital whips, but most reckless and careless. They all aim at being able to drive at a most furious rate, which appears to be a great recommendation in the eyes of the Native gentry: He has the hiring and discharging of the grooms, and his pay should not exceed 10 rupees or £1 per month, in addition to which his livery and that of the grooms should be found viz.: a

hat, coat, girdle or band for their waists, and two pair of white and one of dark trousers each. In the rainy season it is necessary to provide them with thick waterproof coats and hats. It is customary all over British India to have

GROOM,

Or "Ghorawallah" for each horse, whose duties consist in cleaning, feeding, and going out with his charge, cleaning the saddles, bridles, harness, and lamps, fetch the grain (corn) and grass (hay), keep the stable clean, wait the carriages, sit behind them when his master goes out, run by his side to hold his horse when he pays visits, or rides into the town, take his horse to be shod, and *sleep* in the stable near him. Almost the entire majority of this fraternity are great rogues, and perform their offices most carelessly and negligently. The custom of the country will not admit of a groom attending to more than one animal; nevertheless, a most active and rigid watch must be kept over them, if an European wishes to have his stud kept in any thing like a good healthy condition. Not the slightest confidence can be reposed in these men, for the very best of them are neither more nor less than a pack of cheating scoundrels, as they hesitate not to deprive those useful and valuable animals (the horses), of their grain, and unless they are carefully watched, they will fill the nosegay bags with the proper quantity of food, place them on the horses, but the instant that the master or the coachman turns his back, the nosegay bags are sure to be removed, and the greater portion of the grain extracted therefrom, which provender they themselves will roast and eat, or else sell it at the nearest native bazaar. In order to keep horses up in good condition *spice balls* are frequently given to them; these are made of Ghee "clarified butter," spice, eggs, and sugar, but the crafty grooms will, at all possible, purloin them, and consume them themselves, even the grass (hay), is not safe

from their peculation, for they frequently not only carry it away from out of the stable and sell it in the native bazaar, but also connive with the Gram and Grasswallahs to defraud their master, by allowing those worthies to give short measure and weight when those articles are bought in bulk; they, as a matter of course, receiving a good round sum as "dustoree," or present. Personal superintendence will alone protect the European from these impositions. On no account ought they to be allowed to sleep away from the horses, as should those valuable quadrupeds be taken ill in the night, death would in all probability ensue before advice or any knowledge of the circumstance had reached the owner's ears. Let the prudent master adopt the precaution of visiting his stables *personally* the last thing at night, and see that the horses are properly cared for and bedded up, and the grooms in their proper places, for much more is done by the owner's own *watchfulness* than all the blustering and talking of either the Butler or the Ghareewallah. Never allow one of them to *ride* a horse, but make them *lead* them. His pay should not exceed Rupees 8 or 16s. per month. The same caste which has hitherto provided the Indian army with its soldiers, also enables the European to have a

BELTED MESSENGER,

Or "Sepoy," who wears a belt across his shoulders, as the English officer now wears his sash, on which is affixed a plated, silver, or gold plate, with his master's name and address engraved thereon. His duty is to carry letters, messages, receive and take money, and accompany the carriage on important occasions. He may safely be trusted with any sum of money to take to the bank or pay to tradesmen, without the least fear of his betraying his trust. He should always have a receipt book, which he is required to bring back to his master signed, when carrying money to any parties. He does not reside on the premises, but comes

at 10 a.m. and leaves at 6 p.m. His pay should not exceed Rupees 8, or 16s. per month. It is quite impossible to dispense with the constant services of a

TAILOR,

Or "Durzee," who is required to be permanently attached to the establishment. His duty is to come to the Bungalow at 9 a.m. and leave it at 4 p.m. He is employed in repairing the linen, &c., which has been torn by his Prince of patrons, Dhobee Sahib, in making musquito curtains, hemming sheets, table cloths, darning stockings, &c. All those functionaries are beautiful workmen, and an European who wishes to save as much as he possibly can during his residence in India, will do well to have sent out to him from England, "*Minister's Patterns and Gazette of Fashion*," which contains all the fashions for gentlemen. He can then purchase his own materials, and make this official cut out his garments according to the patterns sent from England. By these means a great saving will be effected, and he will always be well dressed at one-sixth the cost which Europeans in India generally incur. Many employ first-rate tailors in England, but then they pay most exorbitantly for every article. Others employ European tailors of the Presidencies, whose charges are high and exacting in the extreme. Should there be a Lady in the establishment, this tailor will have abundant employment, as it is almost impossible for her to attend to anything in the shape of needlework in this climate, especially in a large "ménage." It may be as well to state that he can make up dresses and every kind of apparel worn by the softer sex, provided that a pattern is given him. His workmanship is generally of the finest kind. His wages should not exceed Rupees 12, or £1 4s. per month. If there be a Lady belonging to the family, then it will be absolutely necessary to engage the services of an

AYAH,

Or Lady's Maid, who should be a Portuguese, (native of Goa), at least, they are generally the best. But the lady must not expect to find so able an assistant as an European servant of that caste. She can curl hair, dress her mistress, attend her in her bath and bed rooms, wash and iron a few laces, but no confidence must be placed in her honesty. The entire class are most untrustworthy, confirmed story-tellers, and much addicted to taking their "little drops of comfort" on the sly. They are necessary evils, but require to be kept at a most respectful distance, well watched over, and must not on any account be trusted with the keys of her mistresses' wardrobe, allowed to pay any accounts, or in fact, to have any confidence placed in her, but to be made rigidly to perform her duties, and nothing more. She sleeps in the Bungalow, is maintained by her mistress, and her pay should not exceed more than Rupees 10, or £1 per mensem. It will also be found necessary to have attached to the staff, a

PRIVATE WATCHMAN,

Or "Ramoze," Chowkeydar, Peon, whose duty is to watch over the Bungalow, and patrol the Compound during the whole of the night, calling out the hours as he inspects the premises; open the carriage gates after dusk, call the servants at gun fire, (five a.m.), at which hour he retires to rest. He comes on duty at seven p.m., is generally armed with a small sword, pistols, or club, and will in case of sickness go into the city for medicine, should all the other menials be fully occupied. His pay ought not to exceed Rupees 8, or 16s. per month. He sleeps in the offices, but maintains himself. The services of a

GARDENER,

Or "Mallee" are necessary. His duties are to attend exclusively to the Compound or grounds. He also looks to the feeding of the poultry,

milking of the cow or goat, if either are kept, and daily prepares and obtains the bouquets of flowers, with which the head Hamall decorates the vases. He is a most useful official, and the tasteful manner in which all his fraternity blend the variety of colours of which a nose-gay is composed in India is truly inimitable—no European florist could compete with him. His worst propensity is to ramble from place to place setting gardens out, and seldom staying long with one master. If a good one is engaged, an occasional "dustoree" (present) in the shape of a Rupee may perhaps be an inducement for him to remain attached to the ménage. His pay should not exceed Rupees 8, or 16s. per month. He employs most simple instruments in his vocation, and the various uses to which he applies his *garden knife* is truly wonderful. Should any number of dogs be kept, then, in addition to those functionaries, a

DOG KEEPER,

Or "Dooreah, or Kuttawallah" must be employed, whose exclusive duty is to feed, wash, and take out to exercise the canine tribe. His pay should not exceed 7 rupees or 14s. per mensem. He sleeps on the premises, but maintains himself, and will if not well watched starve his charges and fatten up himself. Should the European be fond of river excursions it will be necessary for him to keep a staff of native

BOATMEN,

Or "Manjies and Dandies," whose duty consists in attending exclusively to the boat, mending its awning, sails, oars, rigging, &c. Great care must be taken that the boat is kept under cover with water in it, or else the dry weather will make it leak. These men require to be well looked after, or else they will take their master's boat out into the harbour and convey people on board ship, and sail about for hire. The head boatman should always be kept on the "*qui vive*" and never be told that

"the boat will not be required" or else he will never be at hand when wanted. These men are not courageous, and if any difficulty should occur on the water, the European must depend entirely on his own tact, skill, and moral courage. They are good swimmers, but terrible "poltroons." Their pay should not exceed 8 rupees or 16s. per mensem. Should the European's occupation oblige him to pay many visits in the town, it will be necessary for him to buy a

PALANQUIN,

The price of which is about 100 rupees or £10. This will entail upon him the expense of keeping in his establishment five

PALKEE BEARERS,

Or "Palkeewallahs," four of whom bear the palanquin along on their shoulders at the uniform rate of three miles per hour, whilst the headman runs by the side, opens the door, gives his master's directions, keeps the palkee clean, attends for orders, and has the rest under his sole control. If the European should have to travel any distance, ensconced in this most comfortable conveyance, in which he lies at full length upon a mattress, well stuffed with down, covered with morocco leather, supported by soft pillows, having in front at the upper end of the inside of the palkee, a shelf and drawer, on and in which should be placed books, writing and dressing cases, telescope, a pair of pistols, luncheon case, biscuits, brandy, water, cigars, &c., he must hire four extra bearers, and a musalchee to run by the side with a lighted torch to guide the bearers, which he feeds with oil from a bottle slung at his waist. The pay of each bearer must not exceed 8 rupees or 16s., and the head man should receive 9 rupees or 18s. per mensem. Precaution must be taken not to convey "*a ham*" or any thing in the shape of pork, if discernible to the natives, or the

consequence will be that the European will find the bearers vanish instantaneously, and he will be "left alone in his glory" in the palkee. Not a soul will ever be induced to touch it after its pollution by the unclean animal's flesh. Having minutely detailed the class of servants required, and their respective duties, &c., it will not be superfluous to state, that an European holding a civil appointment is expected, according to the conventionalities of Anglo-Indian society, to keep up and maintain an

ESTABLISHMENT

Compatible with his position at the Presidency, and although the pay of each official may appear but insignificant in itself, still the aggregate cost of a staff of domestics is very considerable, and may be thus enumerated, viz:—

	rupees.	£	s.	d.
The Butler, per month...	12	or	1	4 0
Under Butler, do ...	9	"	0	18 0
Cook, do ...	11	"	1	2 0
Under Cook, do ...	8	"	0	16 0
Chief Hamall, do ...	9	"	0	18 0
Three under Hamalls, do...	21	"	2	2 0
Doorkeeper, do ...	8	"	0	16 0
Two sweepers, do ...	4	"	0	8 0
Water carrier, do ...	5	"	0	10 0
Washerman, do ...	10	"	1	0 0
Coachman, do ...	10	"	1	0 0
Two Grooms, do ...	16	"	1	12 0
Belted Messenger, do ...	8	"	0	16 0
Tailor, do ...	12	"	1	4 0
Ayah, do ...	10	"	1	0 0
Private Watchman, do ...	8	"	0	16 0
Gardener, do ...	8	"	0	16 0
Dog Keeper, do ...	7	"	0	14 0
Four Boatmen, do ...	32	"	3	4 0
Four Palkee Bearers, do...	32	"	3	4 0
Head Bearer, do ...	9	"	0	18 0
Valet or Body Servant, do.	10	"	1	0 0

which amounts to..... Rs. 259 or £25 18 0

per month, but the smallest number of servants with which an European can manage to conduct his household with any possible comfort to his wants are, viz:—

A butler, cook, hamall, dhobee, sweeper, water carrier, tailor, valet, coachman, which, together with the hire of a palanquin and four bearers, make the united wages amount to 111 rupees (£11 2s.) per month, or £133 4s. per annum. If, however, a person is determined to practice the most *rigid* economy, he may dispense with the services of a valet and coachman, and then his expenditure in the way of domestics will be 91 rupees or £9 2s. per month, which is £109 4s. per annum, or he had much better set aside all the conventionalities of Indian society and follow the plan laid down at page 51.

The next important step to be taken is to procure the necessary Furniture, so as to instal himself in his own domicile. Much depends upon the size of the house as regards the expense, but in all cases it will be necessary to purchase two kinds of matting, viz.: coarse and fine, the former to be laid down *first*, in order to keep out the damp. If Croggon's Patent Asphalte Inodorous Felt can be obtained, it will be *much* better, and then the fine China Matting ought to be placed over it. No curtains or hangings are required to the windows, as they not only obstruct the free circulation of air, but are receptacles for insects which swarm in this climate. In each room should be hung up diagonally along it, a Punkah (a piece of board about 2 to 3 feet wide, having a long muslin frill attached to it, fastened on by means of rings and an iron rod, made very full like the valance of a bed, about 3 feet in width) with ropes passed through the walls to enable the Punkahwallahs (Under Hamalls) to waft it backwards and forwards. Hanging Lamps should be suspended from the ceilings, and earthen jars for water placed in the corners of both sitting and bed rooms. The

DINING ROOM

Furniture should consist of a large cheffonier, table with removable flaps, one dozen chairs with *leathern* cushions, a dumb waiter, and a suspending vestibule lamp, with Punkah guard. That in the

DRAWING ROOM

Of a loo table, two card tables, handsome cheffonier, piano, two easy chairs and sofas, one dozen chairs, music stand, two ottomans and foot stools, work table and tea poy, a few pictures, flower vases, suspending lamp with two burners and Punkah guards, six bracket lamps, also half a dozen Persian rugs scattered about the room, and each

BED ROOM

Should contain a cot (as a bedstead is termed in India) with two sets of gauze curtains blue and brown, not white, as they wear out soon, and require washing constantly, a double washhand stand, dressing table, toilet glass, wardrobe, chest of camp drawers (to take off in two pieces, with legs and slides, so as to prevent the drawers from falling out when packed for travelling), toilet table, towel horse, easy chair, with *leathern* cushion, night commode (patent inodorous), clothes basket with patent lock, small table by bed side, yatch bell, reading lamp, and six or four chairs with *leathern* seats. The plate chest and iron safe should be kept in this room. Each

BATH ROOM

Should have a full-sized bath, chair, table, toilet glass, towel horse, night commode, yatch bell, &c. The whole of the furniture is made of black wood and should be French polished, which will not only preserve it from *warping and cracking* but will enable the Hamalls to dispense with the necessity of using oil and beeswax, the smell of which is extremely offensive in a warm climate. It has hitherto been the custom to have the seats of the chairs

and sofas covered with *damask*, but on no account should that plan be adopted, because owing to the windows and doors being always open during the day time, they are covered with dust, which necessarily eats into the damask, and it is a fact, although Europeans will hardly credit it, that the seats actually become saturated with mildew in the rainy season, even when the greatest cleanliness is observed in a household; but such is not the case when the material is made of *leather*. It is undoubtedly more expensive at first, but much cheaper in the end. The room adjoining the dining room should also be converted into a

BUTLER'S PANTRY,

Which should be matted, have lamps like the others, contain a dresser with drawers and shelves having hooks, in and on which should be placed the glass, china, breakfast, dinner, tea, and dessert services, plate basket, cleaning leathers, and all the necessary utensils required for the use of the butler in the household. It will be necessary to have the

VERANDAHS

All covered with inodorous felt as well as fine matting, Cuscuss Tatties (mats) should be hung all round them and kept damp with water (the garden engine being played upon them frequently during the day) which will exclude the heat of the sun and keep the place cool. In the evening they must be rolled up and tied so as to prevent the wind from wafting them away, and to allow the cool breeze to penetrate into every apartment, the windows of all of which should be closed as soon as dusk comes on. Lamps must be suspended from the roofs, and those at each entrance should be kept burning all night. A table and a couple of chairs ought to be placed in each verandah. In the rainy season cadjans must be fixed round these places, and the

PORTICO

Or Door Porch should be covered in and well

protected on all sides. It is merely necessary to purchase for the use of the

COOK HOUSE,

As the kitchen is called, a large wooden table, couple of chairs, iron baking and cooking vessels, all of which are coated with tin (which is required to be redone once monthly, the cost of which is from $\frac{1}{2}$ to 1 or $1\frac{1}{2}$ Rupees), water jars, oil lamps, and wood hatchet. No European lady can possibly think of entering the cook house, as she would in her own kitchen in Europe, for the smells therein and scenes enacted by the domestics of an Indian establishment are truly *offensive* to females of all classes. In the

STABLES, &c.

It will be necessary to have a couple of racks erected, and two stakes must be driven firmly into the ground at each place where the racks are, so that according to the custom in vogue in India, the horse's hind legs (to which leather straps are attached when in the stable) may be fastened to them with ropes, a couple of pails, sponges, brushes, brooms, curry and mane combs, halters, exercise bridles, wheel cleaners and suckers (one dozen of which should always be kept on hand), chamois leathers, mops, grain measures and shifters, horse cloths, and leathern nose bags. Two hanging lamps should be suspended from the roof, and kept burning all night. The carriage and palanquin should also be kept covered with stout brown holland covers in the dry and waterproof ones in the rainy season, precautions which cannot be too carefully attended to, if it is desired to preserve the conveyances in anything like decent order; also a part partitioned off for the standing of the carriage and palanquin, and a case erected for hanging up the saddles, bridles, harness, whips, &c., to which drawers should be attached, and in which the cushions of the carriages should be carefully placed when not in use. This ought to stand quite away from the wall, and that should be

the case with all the articles of furniture in *every room* in the whole establishment, the feet of which as well as of those of all kinds of furniture ought to stand in deep hollow iron moulds which must be kept *constantly* filled with salt and water in order to prevent that scourge the

WHITE ANT,

From destroying the cushions, books, comestibles, clothes, linen, boots, hats, in fact, every perishable article; and it may not be considered irrelevant to enter into some slight account of the destructive ravages of that voracious, yet diminutive insect, which generally swarms in myriads all over the vast empire of India. It is utterly impossible for any individual, who has not resided in that country, to form the slightest conception of the magnitude of the depredations committed by these small yet truly formidable insects. They penetrate into every chink and crevice of the walls and all timber trunks, except those made of Camphor wood, (which it is most advisable to purchase, to keep dresses, coats, &c. in with security; they are sold at all the native stores, and vary in price, according to their size, viz., No. 1, from 8 to 10 rupees; No. 2, from 12 to 14 rupees; No. 3, from 16 to 18 rupees;) portmanteaus, boxes, &c., and every article of furniture, in fact, so secret yet destructive are their movements, that it is no uncommon thing to open a wardrobe and find the entire contents actually covered with masses of those creatures, and which articles then resemble the dust in the mummy cases in the British Museum, as they have been feasting most sumptuously on "purple and fine linen." The only effectual remedy that can be adopted to guard against the exploits of these marauders and scourge is, to take the above precautions throughout the whole ménage. When a Bungalow is furnished on a comfortable, although moderate and economical scale, and

the articles purchased *new*, which is far preferable to buying them second-hand and at sales, such being patched and glued together for immediate disposal; because whenever it is required to sell them, either by auction or private contract, a much better price will be realised, by reason of their make, shape, &c. being uniform. The actual cost of the furniture may be set down at from 1200 rupees (£120) to 2,000 rupees (£200), independent of which it will be found imperative to purchase such requisites as glass, china, lamps, culinary utensils, and household linen, which will entail an additional outlay of 850 rupees (£85) to 1,000 rupees (£100). The next item in an European's expenditure is the

PURCHASE OF HORSES,

Two of those useful and invaluable animals being absolutely necessary in a climate where a person cannot perambulate about to transact his business, on account of the intense heat of the sun. As in Europe, the greatest caution in buying and selecting is *imperative*, and it would be most advisable for a novice in Indian customs to apply to the most respectable European veterinary surgeon in the Presidency at which he is staying, who will, for a commission of 5 per cent. and a fee of 5 rupees (10s.), procure sound animals, and hand the purchaser a certificate of such.

It will also be commendable to always send the horses to the forge of that individual, to be shod with Rowday's patent shoes, the charge for which is 2 rupees (4s.) each time; but the European is recommended to enter into a contract with this functionary, to attend his stud in case of sickness, and shoe them at a stipulated sum per mensem, as horses are subject to many diseases in India, and if placed in the hands of the

NATIVE VETERINARY SURGEONS,

Are generally returned to their owner ruined,

and that too at a most *terrific* cost; for well do those individuals understand the way to make up long bills, in an especial short time. Much precaution should be used, for the loss or illness of a horse is a dreadful inconvenience in India, where those animals are so useful, and entails upon the owner the necessity of hiring one, at a charge of 3 rupees (6s.) to 5 rupees (10s.) per diem from

NATIVE HORSEDEALERS,

Who are as great adepts at trickery and knavery as their European fraternity in every respect, and with whom the Europeans should avoid all transactions as far as possible. In the selection of horses, it will be most prudent to purchase a pair of Persian cobs, as they will endure rough work; the colour should be iron-grey, as they bear the heat of the sun much better than chestnut or bay ones. A fair price to give for them is 200 rupees (£20) or 300 rupees (£30) each; and they can be either rode or driven at pleasure.

Should the European have to work his cattle hard, he will then be obliged to purchase a Tattie or Pony, which he can either ride about in the evening or drive in a small gig, or as it is termed in India, buggy, which conveyance resembles the old-fashioned cabriolets, but such a vehicle is not recommended as economical. The general price of them is about Rupees 100 (£10) to Rupees 200 (£20), whereas a very compact and well-built oblong carriage called a shigram can be purchased for Rupees 150 (£15) to Rupees 200 (£20), which very much resembles a large palanquin on wheels. It has wooden windows, which can be opened or closed at pleasure, and which extend along both sides the whole length of the vehicle. Nearly all the conveyances turned out by the different coachmakers in the three Presidencies of India are not much inferior in quality or appearance to those of the London *élite* of Long Acre;

but it must also be borne in mind that all the appurtenances are sent from England, and then put together by the native coachmakers. A very handsome

CHARIOT OR BROUGHAM,

Complete, with leathern cushions, double set of lamps, with poles for single and double harness, will not cost more than Rupees 500 (£50) to Rupees 800 (£80), and it not unfrequently happens that prior to the middle of May, when old residents are retiring from the service, and going to Europe, a very neat turnout, consisting of a britzka, landaulette or phaeton, harness, and a pair of horses, may be purchased for Rupees 1,500 (£150) to Rupees 2,000 (£200). Much care will be required to keep the carriage which the European has selected in good preservation. It will be necessary to have thorough good and substantial covers made of thick brown holland, one of which should be kept thrown over it when in the coach-house, and the other ought to be so constructed as to cover over the whole of the head, back, and sides of the vehicle, having button-holes made in it so as to fasten it on brass buttons fixed on the carriage; this should be used when riding out in the daytime, as it will not only keep the inside much cooler, but also preserve the paint, which otherwise becomes blistered, and soon looks shabby, on account of the intense heat of the sun. In the monsoons it will be necessary to have two covers made in a similar manner of waterproof oil cloth, which will effectually preserve the vehicle, and save the expense of having it painted every dry season, which would otherwise be absolutely necessary, the cost of which is from Rupees 150 (£15) to Rupees 200 (£20). So utterly careless are the grooms and coachmen in India that it is necessary to have the wheels, &c., examined daily by them in the master's presence, prior to his venturing to drive or to be driven out, for it is a very

frequent sight to behold break-downs as a drive is taken or on proceeding to business, which is generally owing to such precautions having been neglected by their respective owners. The suckers of the wheels should also be examined, replaced monthly, and the wheels well greased, the linch-pins looked to *daily*, an additional supply of wax lamp candles, and the wheel key should always be carried in the carriage, as well as the horses' halters, and well filled nose bags, as a feed of grain is an admirable support to horses in this relaxing climate.

It may not be irrelevant to state that oil carriage lamps should not be used; they are not so good in India as the candle lamps, because the grooms will never keep them in a cleanly state, for when required to be used they are generally found to be encrusted with dirt, and will not burn, which is extremely dangerous in a country where there are not as yet (it is, however, in contemplation to light the principal city in each Presidency with gas) any lights by the sides of the roads, and where darkness sets in at sunset. Many fatal accidents have happened on this account.

Sets of good European and Native Harness can be purchased at Rupees 70 (£7) to Rupees 80 (£8) per single, and Rupees 100 (£10) to Rupees 150 (£15) per double set. Care should be taken to make the grooms clean it well with blacking, which keeps it in a good state of preservation. It must be kept in the case with the other items of saddlery when not in use, for if left laying about in the stables or coach-house it is not at all improbable that it will disappear most miraculously (the native grooms and coachmen being as light-fingered gentry as the body servants), and find its way into the hands of that receiver of all stolen property, the native marine store dealer in the bazaar. The heavy rains so saturate the harness in the wet season that a good stout set

made of native or Poonah leather ought to be kept expressly for use at that period; these should not be *blackened*, but merely kept dry. It is necessary to state that owing to the ravages which the formidable bandicoot, or India rat (the size of which is about that of a large guinea-pig), commits on cushions and the lining of all kinds of vehicles, several large iron traps must be kept constantly baited, and placed under and in the inside of the carriages, if such are open ones, or else much damage will be effected by them. The next subject that requires notice is the treatment of horses, which is essentially different from the mode pursued in Europe in many respects. Each animal has his grass (hay) placed in a rack, to which he is tied by a leathern halter, whilst his hind-legs are fastened to two wooden stakes driven into the ground by means of cords attached to leathern straps buckled to their fetlocks; this method keeps the legs at full stretch, as if the horse were on the point of starting off on a gallop.

The litter or bed consists of the refuse grass which he scatters about the ground. He has, or at least should always have, a plentiful supply of grass or Indian hay (a boat-load of which should be purchased, and housed or stacked as may be best practicable), the price of which is about from Rupees 8 (16s.) to Rupees 9 (18s.) per load in his rack. All horses should be thoroughly well-dressed at 6 A.M. The Indian mode of cleaning these useful animals is to rub them with their hands, and then brush them down with a towel; it is very seldom that the grooms can be persuaded to use either the curry, mane combs, or brushes, so that the master must insist upon both of those indispensable articles being used in the morning. On no account allow the lazy varlets to wash their charges, which they will invariably do if not well looked after, as not only are they liable to catch cold, but their coats retain the dirt, and seldom look as clean and glossy as they

ought to do. Care should be taken when returning from a smart drive or gallop, in the cool of the evening, that the grooms walk the horses about, and do not attempt to clean them until they are perfectly cool, and then let them be smartly rubbed with their hands, the feet well washed out and filled with good thick stopping, which must be picked out in the morning.

These precautions will keep a stud in good health and working condition; let them be neglected, and the most splendid turn-out and finest cattle will be totally worthless in such a country as India. Attention must, however, be particularly directed to their feeding, which should be at regular stated periods. Three feeds of gram (a small grain, much resembling a parched pea, but rather larger in size) should be given to each horse, viz.:—at 8 A.M., 1, and 8 P.M. The most economical manner of purchasing this commodity is to buy several maunds from the boats, and to keep a stock constantly on hand, which can be easily managed by having a large wooden box, *lined with tin*, to preserve it from the depredations of the Bandicoots, with a patent lock or padlock attached, and made of sufficient dimensions to hold a considerable quantity. The price varies according to the supply in the market, but it may be set down to cost about Rupees 15 (£1 10s.) to Rupees 20 (£2) per maund, which is equal to 100lbs. troy weight, or about 75 lbs. avoirdupois. The supply should be laid in *previous* to the rainy season. Much will be saved if the European will himself make the coachman come and fetch the daily supply regularly in the morning. The key of the

GRAIN CHEST

Should be retained in his own possession. All the natives (and their cattle are the finest and fleetest in the Presidencies) invariably give each of them every morning, as soon as they have been cleaned (about 6 A.M.), a spice ball,

which in dimension is as large as a good-sized cricket ball; the ingredients of which it is composed consist of green ginger, sugar, ghee (clarified butter), and eggs. They are purchased of the spice ball wallah "man," who contracts to supply the stud with them at the cost of 2 Rupees (4s.) per month each horse for *one* daily. Such unconscionable rascals are the whole fraternity of grooms, that the European, who generally rises at 5 A.M., will do well to inspect the feeding of his horses with these nutritious articles himself at six in the morning, or it is a great chance that any of the cattle ever *taste* them, these varlets being particularly fond of everything *spicy*. The quantity of water given is unlimited, precaution, however, being taken that the animal is never allowed to drink when overheated, or to be driven or rode hard after having been watering. In the rainy season it will be absolutely imperative to have their neck and loins encased in light waterproof hoods, such as are generally used by physicians in Europe. In case of the slightest symptom of sickness, send instant for the veterinary surgeon; never attempt to tamper with the animals' constitution, and do not overwork them; rather drive or ride them *alternately*, than work them together daily, for the intense heat of the climate renders it necessary to *husband* their strength as much as possible. If standing still for any time, let a cloth be thrown over the loins, and after sweating, let them be well scraped down: a cane, or thin iron scrapel should always be carried in the vehicle for that purpose, as well as two feather brushes which the grooms should use to drive away the insects that swarm around and torment them. A prudent European, who takes any pride in the appearance and comfort of his stud, must make up his mind to undergo the fatigue of making

NIGHTLY VISITS

To his stables previous to retiring to rest, so

as to satisfy himself personally that his horses' comforts and wants have been attended to. Should this be neglected, he may depend upon it that he will soon discover, from their appearance, that these animals have been totally uncared for; that his grooms have been absent from the stables, and that those valuable creatures have been left night after night without grass, and, perhaps, even without litters, whereas, his inspection will command and obtain proper attention and care. In case of wilful disobedience, seek other grooms, and then discharge the culprits, but cut (take away) as it is termed in India, their

pay for the neglect they have shown. This observation applies to *all* menials, care being taken to procure others *before* the negligent are discharged, for sometimes it is difficult to obtain domestics at the Presidencies, and to be left without any *one* when the staff is complete, is exceedingly inconvenient in India, where caste prejudices prevent a master being able to compel servants to do *any* other office he may desire than that which is actually assigned to their respective caste.

Having minutely detailed how, and in what manner an European should form, it will be necessary to show at a glance the actual

COST OF, AN ESTABLISHMENT IN INDIA,

Which may thus be enumerated, viz.:—

	Rupees.	Rupees.	£	£
Furniture from	1,200	to 2,000	or 120	to 200
Glass, China, Lamps, Culinary Utensils, &c., Household } Linen, from	850	to 1,000	or 85	to 100
Two Horses, from.....	400	to 600	or 40	to 60
Carriage, from	500	to 800	or 50	to 80
Harness, &c., from	100	to 150	or 10	to 15
Palanquin, from	100	to 150	or 10	to 15
Which entails an outlay of.....	Rupees 3,150	to 4,700	or £315	to 470

The position of an European holding the rank of a Civilian will not admit of his sojourning long, either at a Club or an Hotel; and to rent or purchase a ready furnished bungalow at any of the Presidencies is quite impossible, for when Europeans quit any part of India for the interior, or return to Europe, all their property is sold off by public auction. This points out the absolute *necessity* of all young men entering the civil service of India being allowed, or having at their command a sufficient fund on their arrival in India to meet this emergency, or else they will be compelled, through dire expediency, to commence their career entrammelled in the chains of that demon, debt.

Every individual, in the slightest degree acquainted with Life in India, cannot possibly consider the amount at which the cost of an establishment has been herein stated as ex-

travagant, for it is most certainly *under-rated* rather than over-rated; neither can a civilian possibly dispense with any of the items specified, since they are absolute necessities, which the nature of his own position, and the peculiarity of the climate, render indispensable, for, it must be remembered, that the heat is most trying and baneful to every European constitution. No matter however frugally inclined he may be, still he must keep a conveyance of some kind, it being utterly impracticable for him to walk to his office daily; besides, *custom in India* has established it as a general rule, that no individual having the slightest pretensions to the rank or position of a gentleman (Burra Sahib), can become an *habitual* pedestrian; in fact, the natives would not pay him that respect which is due to him as a Civil Servant were he to attempt to act differently, independent of which, every Civi-

lian has his own establishment and equipage; and, were any member of that service to act so indiscreetly as "*to set at nought*" the customs and habits which his colleagues have adopted, he would, in all probability, soon find that his post was untenable, and he would be compelled to resign his appointment. An European thus situated, must act in unison with the other members of the service to which he is attached. The status in society of a Civilian is clearly defined—it imperatively entails upon him a very heavy expenditure, and, although he may (prior to leaving England) have determined, most stoically, on his *début* in India "*to make both ends meet*," he will find it utterly impossible to carry out his resolve, unless he possesses other resources than the bare income that is attached to his appointment, which may be stated at 300 rupees (£30) per month, or in round numbers 3600 rupees (£360) per annum, which officials significantly and yet most *appropriately* term, in Indian phraseology, their subsistence money, as such is only sufficient to enable him to meet his current expenses, which, upon his *début* in Indian life, may be estimated at a

MONTHLY EXPENDITURE

Of 300 rupees, or £30, and may thus be particularized, viz..

	Rs.	£	s.	d.
Rent of Bungalow per month :..	50	or	5	0 0
Bazaar Expenses	50	„	5	0 0
Keep of Two Horses	34	„	3	8 0
Wheel Duty on Carriage	4	„	0	8 0
Staff of 13 Servants	108	„	10	16 0
Incidental Expenses, viz. wine, brandy, soda water, clothing, repairing carriage and saddlery, veterinary surgeon, &c. newspaper subscriptions, medical attendance, subscription to civil service fund, postage, &c. See page 51	54	„	5	8 0
	300	„	30	0 0

Which clearly demonstrates that the stipend attached to a Civilian's appointment, is

nothing more nor less than what it is termed in India, "*subsistence money*."

It may not be amiss to point out the difficulties with which an European will have to contend, should he possess no other resources than his actual pay. In order to maintain his rank, and obtain the respect which all Civilians *must receive* from the natives, it is imperatively necessary that he should form an establishment in the manner and of the magnitude which has been already minutely described; besides, society in the Presidencies is so constituted, and of so *exclusive* a character, that Civilians cannot but associate with their own official clique, and conform to the manners and customs of those individuals; therefore he has no help for it, but to give orders for the formation of his ménage, and thus run headlong into debt to the tune of 3,150 rupees (£315) to 4,700 rupees (£470), the whole of which liabilities he contracts with the cunning, crafty, wily, and shrewd natives, under whose power, influence, and control he remains until the whole sum is liquidated, and thus begins his official career, in a *dependent* position, in lieu of being a free and unbiassed agent.

Not being able to keep up his regular monthly payments, for that is the condition on which Native storekeepers supply Europeans with whatever commodities they may require, he naturally explains his unpleasant and degrading position to one of his colleagues, who, having in all probability passed through the same ordeal, advises him to purchase rupees, or in European phraseology, to obtain a loan upon as favourable terms as possible. The mode of procuring such is to apply to some wealthy Parsee, Banyan, Shroff, or Marwarree, most of whom are generally ready to become *honourable* (if the expression may be so misapplied) money lenders to young and inexperienced civilians, at the current rate of interest legally receivable in India, viz., 9 per

cent., provided that the borrower will effect a life policy of assurance for four times the amount of the sum he stands in need of, procure two responsible sureties, to guarantee not only the payment of the regular half-yearly premiums (which upon a healthy life average 6 per cent.) on the policy, but also that of the stipulated instalments for the liquidation of the advance, and at the same time insists that the policy itself shall be placed in his own hands as collateral security, until the whole of the loan, together with the interest accruing thereon, is liquidated. This method of extricating himself from his embarrassments appears easy and possible to the novice in Indian life; but when he attempts to practically accomplish that which theoretically he assumed to be simple enough, he finds it almost next to an impossibility to obtain the requisite security, because being unknown and untried, his colleagues in office are either unwilling or *unable* to assist him. That they should be unwilling will not appear strange, as caution may have become one of their characteristics, and Europeans are earnestly enjoined not to become surety for any relative or friend; but that Europeans holding lucrative and high official appointments should be unable to become guarantees for the sum of 3,700 rupees or £370, must appear dubious to inexperienced Europeans, yet nevertheless such is substantially correct, for it seldom happens that many members of the Civil Service in India are overburdened with surplus cash, or stand so high in the estimation of the native money lenders as to be considered by them *good* sureties, and this arises from the enormous expenditure which their rank and position in the service necessarily entails upon them, although they are generally gentlemen of the greatest probity and honour, liberal, hospitable, and generous in the highest degree. Thus placed *au-desespoir*, the young civilian puts a bold front on his youthful countenance, and seeks a con-

fidential interview with some well known disreputable money lender, who after much hesitation consents to advance the requisite amount, at the ruinous interest of 20 to 25 per cent, taking as security a bill of sale upon his effects, and requiring his victim to effect a life assurance, as previously detailed, for four times the amount required to be advanced, the premiums upon which he will himself pay up, at the same time holding the policy in his own possession as security, in case of the demise of the Civilian (as he cautiously observes that "deaths are frequent and sudden in that climate"), but to be returned to him when the whole amount of the advance, together with the premiums of assurance (already paid up by him), and the interest accruing on *both* are liquidated. Enormous and extortionate as the rate of interest which the wily and astute Native Dealer in rupees exacts, still he is far from being satisfied or content with that pecuniary benefit which he derives from this transaction. His real motives in assisting the pliant and inexperienced Civil Servant are much more interested, and it is at this juncture of that official's career that he succumbs to the coils and snares of his future evil genii, the crafty and subtle native, who like the venomous cobra capella twines himself tightly round his victims, and has scarcely ever been known to leave them during the lengthened period of their sojourn in India; but greatly indeed is that young Civilian to be praised and congratulated, upon whom the fickle goddess Dame fortune smiles so propitiously as to enable him to extricate himself quickly and uninjured from the poisonous fangs of the Indian dealer in rupees, for it is a well established fact in all the Presidencies, that when once a Civilian has so far *degraded* himself as "*to purchase rupees*," he loses his own independence, and becomes the mere puppet of the designing and unprincipled native. Degraded himself may be con-

sidered too harsh an expression, but yet the term is used *advisedly*, because those very money lenders, whether Parsees, Banyans, Shroffs, or Marwarrees, after that transaction, hold the Civilian in *utter contempt*, and although outwardly they may and do salute him most cordially, respectfully, and superciliously, nevertheless inwardly they hold him in the most sovereign disgust, measuring his conduct by their own, and therefore considering that his principal object is to attain wealth at any sacrifice; but could their flinty hearts really know the heart-rending pangs his application to them has cost him, they would pity, not condemn the line of conduct which nothing but the actual false position in which he has been placed on his arrival in India has necessitated him to pursue. Should the Civilian however be able to free himself early from their thralldom, rest assured that he will remain entirely under their control and influence until he become a Member of Council at the Presidency, to which is attached a salary varying from £5,000 to £10,000 per annum, or else retires from the service, when he is entitled to receive an annuity of £500 or £1,000 per annum, according to his length of service; but even the re-payment of the loan, together with the punctual and faithful discharge of every stipulation connected with such transaction, does not in the *opinion* of the crafty native entirely cancel the deep, and as he considers it, lasting obligation the Civilian placed himself under when he was so far compelled to humiliate himself as "to *purchase rupees*" of him, no matter what position he may afterwards attain in the service; the Civilian must *not* succumb to such opinions, but cast the dealer of rupees off as soon as he has freed himself from his trammels.

It may be as well to explain to inexperienced Europeans the system of annoyance and dependence which is attached to the borrowing of money in India. Having demonstrated that

the whole amount of a Civilian's subsistence money is merely sufficient to keep "*the wolf from the door*," it is self-evident that no portion of his pay can be appropriated towards liquidating the monthly payments of the loan which he has procured from the Indian Shylock, unless, indeed, he is so fortunate as to meet with speedy promotion, and even then it not unfrequently happens that a change of station compels him to dispose of his entire establishment at an immense sacrifice (which will be entirely obviated by purchasing his "Overland and Residence Outfit," prior to his departure from England, and which Parents or Guardians are most strongly urged to do for him), and upon arrival at his new *locale* he is obliged to form another; besides his advancement will also entail upon him an additional expenditure, and his inexperience and *bonhomie* may perhaps have induced him to have become surety to a Bank or Native, for some colleague who, having kept terms with him at Haileybury, and being well known to him renders it a delicate point for him to decline assisting him, and which amounts he, through some unforeseen circumstances, has had to pay. Independent of which he may have been compelled through sickness to have incurred considerable liabilities in such items as medical attendance and medicines; and here it may be as well to inform the inexperienced European that the most economical plan is to contract with his medical adviser by paying him a fee of Rupees 100 or 200 (£20) per annum for his attendance; but that will not include the medicines he may require, the cost of which is very considerable, as the European Chemists at all the Presidencies charge most exorbitantly, about twice the prices of those in England for every article they supply. As the most prevalent diseases to which Europeans are subject in India are Fevers, Dysentery, Constipation of the Bowels, Cholera, Liver Complaint, Rheumatism, and Boils, it is essen-

tially necessary that the Civilian should always have a well-furnished Medicine Chest, as well as South's Household Surgery, in his possession, especially as attacks of those maladies are so sudden in that country that instances have frequently occurred of cases terminating fatally long ere medical attendance could be procured, for in such a climate as India it is utterly impossible to command *immediate* medical advice, as most if not all the medical men are much engaged, and often have a great deal of ground to get over in visiting their patients, many of whom live a considerable distance from each other. By no means should this precaution be lost sight of, as a medicine chest will always prove of valuable aid to all classes of Europeans and Natives residing near his bungalow. At the close of a Civilian's second month's residence he receives a visit from his wily yet accommodating Shylock, who salaams him most politely and solicits the payment of the instalment due. The European naturally chagrined at being so importunately waited upon by his Dun, and equally disconcerted at the coolness and politeness of his creditor, (he not having as yet acquired a clear insight into the craft, tergiversation, deception, intrigue, astuteness, cunning, depth, and acuteness of the native character, and not possessing sufficient moral courage to calmly and deliberately tell him that he must wait his pleasure for payment) simply expresses to him that he regrets his inability to fulfil his engagement, which intimation being conveyed in a hesitating tone, fully assures the dealer in rupees that the Civilian has become his *easy* prey. He therefore salaams him obsequiously and assures him that, although Rupees are *scarce*, still, as he wishes to befriend him, he begs that he will not distress himself, but endeavour to oblige him next month with the instalments. The inexperienced Civilian now vainly imagines that he is secure for another brief month from the wily machinations

of his astute creditor, who has only delayed his importunities to a more opportune occasion, which soon presents itself, for that Official has in the interim been gazetted to the appointment of either collector or magistrate to some district of the country where he will have to exercise control over a district of about 1,000 to 2,000 square miles in extent, and inhabited by a mixed population of different castes of 12,500 to 25,000 souls, which entails great *moral* responsibility upon him.

It is when raised to such an office of trust that his "*ignis fatuus*," the native Shylock, again seeks his victim, not indeed to enforce payment of the Burra Sahib's bond, but to endeavour to mould that official to his wishes, and to entangle him in the well-spun meshes of his spider web. The interview now sought is made to appear a visit of congratulation (and here it may be as well to observe that Europeans must not consider the natives of India as rude or barbaric—on the contrary they are in their outward manners and deportment extremely polished and well bred), on his good fortune, and knowing that he holds The Hon. East India Company's Civil Servant entirely in his power, he solicits almost as a *petitioner* a slight favour at his hands (well aware that were any impediment made to his request that he would boldly *demand* compliance with his wishes, coupled with the most exacting and degrading conditions, for it is the ruling characteristic of the Indian, no matter to whatever caste he belongs, that he will not hesitate to accomplish his purpose when once he has determined upon carrying a point. "*Coute qui coute*" is his motto, and therefore he will not demur to sacrifice or ruin his dearest relative or friend to carry out the ends he has in view.) No less singular than true is it that all Indian Money Lenders generally contrive to have some *needy* friends in the district over which any of their debtors are appointed to preside, and in whose welfare

they appear to be most marvellously interested, and whom they endeavour to place under the special protection of the Civilian whom they themselves have befriended in his extremity, and over whom their *protégé* maintains a most rigid surveillance, in order to enable them to carry out whatever ulterior views they may have determined upon. The strict *cordon d'espionage* with which these worthies surround their debtors both in and out of the Presidencies (many of whom are of high and low standing in the services) enables them to obtain accurate information of the incomes, private resources, conduct, appointments, anticipated renewals, dismissals, retirements, and *whereabouts* of every Honourable East India Company's servant, as well as the vacant appointments in their own immediate individual gift, or within the sphere of their recommendation. The favour sought is neither more nor less than giving an appointment to his *protégé* in his *own* office. The application as a matter of course must be complied with, unless the Civilian is in a position to discharge his obligations at once. Perhaps that functionary, in his ideas of good *bonhomie*, considers "one good turn deserves another" and grants his request instant. Little does he imagine that by such good nature he places himself almost irrevocably (at least as far as his term of residence in India is concerned) in the power and under the influence of that particular caste of which his creditor is a member. No allusion whatever is made at this meeting to the payment of the several overdue instalments, so that the Civilian naturally applies the flattering unction to his diseased mind that "a friend in need is a friend indeed," and entertains the highest opinion of the crafty and scheming native usurer, who, when all his ends are gained will have his pound of flesh from his well-fledged and unmercifully-fleeced victim. It is a well-known fact that the Natives of India of all

castes never scruple to avail themselves of every information within their reach to attain any object they may have in view, no matter by what means such knowledge is gained or conveyed to them, whether in an honourable or dishonourable manner, and hesitate not to use that knowledge for their own advantage, (utterly regardless whether by such a course discredit or ruin may be brought on the Europeans from whom they have directly or indirectly *pumped* it, or whom they may think proper to implicate in any hazardous undertaking or questionable transaction, either of a public or private nature), and it is in affairs of this nature that the Indian Shylock's *protégé* acts his destined part in the well played drama of Indian life, utterly regardless of the kindness or services which he has received from the hands of the European who has raised him to affluence, and placed him on the road to fortune. It not unfrequently happens that the money lender renews his application for his rupees just at a time when the Burra Sahib is on the eve of being called upon to administer justice in some case in which the native Shylock is deeply and personally interested. Then it is that the finesse and adroitness of the rupee dealer displays itself most conspicuously. The mode in which he urges his application for his money is a most highly finished and consummate *chef d'œuvre* of acting, the skill which he displays in turning to account this propitious opportunity of urging the Civilian to scrutinise every bearing of the case of Manockjee *versus* Pestonjee is wonderful. The astuteness, craft, subtlety, cunning, tergiversation, and torturing of expressions, the turning, twisting, learned and really clever interpretation which he gives to the meaning of the various legal technicalities of all English expressions is almost incredible, so that it is not to be wondered at that the Civilian, inexperienced as he *then* is, should be over-persuaded to adopt his creditor's own pre-

judiced and interested view of the case. If, however, on the other hand, all his forcible eloquence has failed to acquire the preponderance which he has made up his mind to obtain over him, then the debtor must be prepared *instantly*, to discharge, *in full*, the whole amount of his claims, or that rapacious human cormorant will devour up his substance, and cast him forth a beggar and a ruined man. Should the Civilian have been enabled, by great tact and judgment, to have parried off the impending blow until he has succeeded in obtaining a furlough to Europe for some time, (during which he is enabled to draw £500 per annum), he may, during that sojourn in his native land, not only recruit his shattered constitution, but likewise save up sufficient to discharge his tormentor's demand, with all its vast accumulations in the shape of interest, &c.; then indeed he is to be congratulated. If, however, he cannot manage to visit Europe on account of his creditor's importunities, he must remain until he make up his mind to seek repose in retirement from the Service, which step places him in a position (by accepting what is termed a bonus), to discharge all demands against him, and to return to England to live on a hard-earned annuity which his contributions to the Civil Service Fund has obtained for him, and free from all the machinations and annoyances to which he has been subject ever since his first arrival in the country, of that rapacious, unprincipled, astute, cunning, crafty, deceptive, subtle, tergiversating, intriguing, deep, and vindictive being, the Indian money lender, a character who should be most carefully shunned and avoided by every European, whether belonging to the military, civil, and naval services, or the mercantile community of India; for many, very many, are the Europeans who have passed through this fearful ordeal, and who, had they known the pangs, degradations, and sufferings which their intercourse with that Shylock was

to have entailed upon them, would much rather have cast aside all the formalities of Indian society as it is now constituted, (and the author earnestly advises all debutants in Indian life so to act, and adopt the plan laid down in this work), and have struggled on in comparative abject poverty, enduring the scoffs and jeers of their colleagues in office rather than not maintain their *independent* sphere of action, and remain free from the galling thralldom of the unprincipled native, who does not possess the slightest compunction for any evils he may inflict upon the European; but on the contrary, glories in duping and over-reaching him in every shape and form. Let not the European, whether a traveller, civilian, military, naval, or commercial individual, imagine that this sketch of the native character is too highly coloured, for experience will soon convince him of its fidelity; and well will it be if every young Civilian will impress upon his mind this graphic delineation of the Asiatic, so as to enable him to guard against all the temptations and impositions by which he may be assailed during his career in Indian life, into the routine of which, it may not be amiss to initiate the novice, since the manners, habits, and customs of Europeans, in that part of the world, must be entirely foreign to him. To enjoy that inestimable blessing, good health, it is necessary he should rise at gun-fire, (a signal which is fired from the Fort at 5 a.m.), partake of a cup of coffee and a slice of toast, take a bath and dress; after which, a ride on horseback for a couple of hours is not only conducive to good health, but almost imperatively necessary to obtain an appetite, which, after he has inspected his stables, will enable him to partake of his breakfast, which meal should never be taken at a later hour than 8 a.m., and ought to consist of coffee or tea curried meat or fish, rolls, eggs, ham, preserved meats, jelly, fruit, &c. As soon as this refreshment is finished, the European should imme-

diately make the butler produce, for his examination and inspection, the bazaar book, which volume should resemble, both in size and quality, the small shilling day books kept by retail shopkeepers in England, *i. e.*, they should average about twelve inches long, four wide, and one thick. The mode of keeping it should be as follows, viz :—

DR. BAZAAR EXPENSES. CONTRA. CR.

1857	R.	1857	R.	A.	P.	P.
January 1.		January 1.				
To Cash....	5	By Leg of Mutton.	0	6	0	0
		„ Curry	0	2	1	2
		„ Vegetables	0	10	2	0
		„ Fire Wood	0	3	0	0
		„ Duck	6	8	0	0
		„ Fish	0	8	0	0
		„ Fowl	0	4	0	0
		„ Pine Apple....	0	4	0	0
		„ Custard Apple..	0	2	0	0
		„ Mangoes	0	8	0	0
		„ Pomegranates ..	0	4	0	0
		„ Rice	0	4	0	2
		„ Ice	0	8	0	0
		„ Ghee (Clarified Butter) for cooking meat..	0	8	0	0
Rupees..	5	Rupees..	5	0	0	0

As it is customary for the Maitre d'Hotel to employ an amanuensis, as very few of those functionaries can write, it will be advisable for the European to make it an undeviating rule to keep his own bazaar account; that is, immediately after his breakfast, to make his Butler come in and tell him how he has expended the sum which has been entrusted to his care the previous evening (as it is necessary to hand that individual the bazaar money *over night*, which should not on ordinary occasions exceed two rupees; for if twenty rupees were given to him he will never think of having a balance in hand, but will take care to increase the wants of his master and the household to such a degree as to ensure its appropriation; for it is perfectly marvellous the items he will particularise, until he has accounted for every fraction), so that the necessary refreshments may be ready at the regular

hours, which will most assuredly cease to be the case, if such a plan is not rigidly adhered to. Under no consideration whatever should a balance of a single pie be left from one day to another unaccounted for; and if that domestic cannot at once account for the sum *satisfactorily*, hesitate not to cut his pay; that is, stop the deficiency out of his month's wages; there and then tell him your intention, and book the amount against him. The European should take care to thoroughly master sufficient of Hindustani so as to know the names of every article he is likely to require to be purchased, or he may find himself most cunningly duped and fleeced, as the Indian butler is an adept in every species of cheating; and if he imagine that his Sahib is not *au fait* at the language, he will, when giving him his bazaar account, most adroitly charge him every thing *twice over*. For instance, he would not hesitate to tell him that he had expended one rupee for bread (repeating it in English), and after two or three items had been put down, he would again inform him that he had bought "*roti*" (Hindustani for bread) for one rupee, and so on with every article. It will also be necessary to make constant reference to the prices which he charges for every article, as that crafty functionary is always on the alert to gain a pie, and makes the bazaar rates of staple commodities to rise and fall as suits his own immediate wants and convenience—for instance, one morning charging seven annas for a leg of mutton, and raising the price the next day to eight or ten, although actually of the same weight. This trick he will constantly practise, and, as a matter of course, puts the difference into his own pocket. All native domestics are alike in this respect. They think it correct to pilfer and impose upon their masters, possess little or no conscience, and have not the slightest idea or inclination to take care of their master's property, or study his interest, having been taught at an early

age to consider all Europeans as wealthy men, and objects of speculation.

If any loss or breakage occur in the establishment, in the way of bijouterie, plate, glass, furniture, &c., they will, in the most cavalier manner imaginable, inform their master that the articles or article in question is "gaya," which signifies missing, lost, or destroyed. Indeed, so careless and reckless are the very best of them, that it is absolutely necessary that the butler should be given to understand that he will be required to have all deficiencies made good or replaced by the menial in whose charge the articles were placed; and in order to enforce this regulation, inventories should be given to the maître d'hôtel, cook, and chief hamall, of every article committed to their care. The same course should be pursued with the grooms, coachman, gardener, and body servant, and not any of their monthly wages should be paid until the butler has ascertained that everything in the ménage is in order and forthcoming, and in case of that functionary neglecting to perform that duty, let him understand that he will be held responsible for all the deficiencies. As Indian servants are never at hand when wanted, it will be necessary, in order to ensure anything approaching to punctuality, to order the carriage (gharree), palanquin, or horse, as the case may be, in the morning at half-past 8 A.M., which will enable the European to leave his bungalow at half-past 9, so as to arrive in the Fort at his place of business, all of which are in India termed offices, by 10 A.M., the hour at which all public and private persons hasten to commence their daily avocations, and transact their affairs. Thus almost every individual, whether native or European, is actively engaged until 1 P.M., when they all either take tiffin (luncheon) with a friend, or receive some acquaintance at their offices to partake of that necessary refreshment, which is nothing more nor less than an early dinner, and generally

consists of fish, fowl, and flesh, curried, stewed, cold, potted, spiced, or roasted; preserved oysters, meats and game; pastry and fruit, which is accompanied with a tolerable quantity of iced pale ale, claret, champagne, brandy, and soda water, according to the peculiar *gout* of each individual. A few choice cheroots are afterwards smoked. About 1½ hours is generally passed at this ré-union, after which all hasten to resume their duties until 4 P.M. at which hour all business ceases for the day (except with military men, who have generally to attend parade on the esplanades in full uniform until 6 P.M.) The natives and Europeans then repair to their bungalows or gardens, take a bath, change their costume, and hasten to take a canter or drive round the suburbs, or to lounge and saunter about one of the band stands, which are erected on all the esplanades, there to chat with acquaintances over the prevailing topics of the day whilst listening to the overtures, polkas, &c., played in tolerably good style by the Governor's band until 7 P.M., when the national air of "God save the Queen" warns them to return to their domiciles, where either they prepare to entertain a few select friends, or hasten to dress for a dinner party, soiree, or ball, there to remain until 12 P.M., or when attending at Government House, not to return until 1 or 2 A.M. It is at these receptions given by the representative of Her Majesty, that the line of demarcation is drawn as regards "*who is who*," for only the élite of the Presidency are allowed admittance. A continual interchange of convivialities is always taking place in India among Europeans of all grades, and it is at these meetings that an Englishman who has been accustomed to move not only in the best, but even in middling society in Europe, will become perfectly astonished at the absurd notions of etiquette that pervade all classes of society in India, in comparison with the apparent rigidity, yet healthful tenor, which is maintained at

home, in the respective sphere of Society in which he has been brought up. Neither is such difference to be wondered at in the least, when it is considered that a greater portion of those Europeans who hold high lucrative official appointments, as covenanted or uncovenanted servants, frequently marry persons whose previous standing in society does not entitle them to hold the position which they now maintain, but even precludes the possibility of their being allowed the entrée into middling class families, consequently their ideas of etiquette, manners, and good breeding are most absurd and inconsistent, and at times their pride and *hauteur* render them most truly ridiculous.

The introduction of cards, &c., is universal, and the novice is strongly recommended to firmly make up his mind to shun and eschew that dangerous pastime. Such is the ordinary routine of an European or civilian's life at the Presidencies, which, although it may appear uniform and monotonous, can be varied and much enlivened by his taking part in an amateur performance with the military officers, who frequently manage to get up a play in capital style, either for their own amusement, or with a view to promote the furtherance of some charitable institution, the funds of which are at a low ebb. Much amusement is always afforded the European, if he is of an observant character, when attending a magnificent display of fireworks, given at the expense of some rich and influential Native merchant prince on the occasion of a marriage festival, at which is also represented a nautch, or native dance, which is performed by girls termed the

MEERASEENS

(Which signifies "inheritress," from the habit of whole families never changing the set), who play on the native drums, such as the

TABLA, DHOLUK, AND MUNJEERA.

They are modest and chaste in their deportment and dress, and are accompanied by others, called

KUNCHENEE, HOORKENEES, BAZEE-GARNEES, DHAREES, &c.

In dancing, these females present very picturesque figures, but are encumbered with too much drapery. They wear silk trousers of the gayest colours, edged and trimmed with gold lace; rich anklets, with small bells, encircle the legs, the toes are absolutely covered with rings, and a large broad silver chain is passed across the foot. A tunic of rich satin, of at least eleven breadths, is worn over the trousers, which is most elaborately trimmed with gold borders deeply fringed. The evolutions which are performed by them are of an unvarying monotony.

At other times he may amuse himself by

YACHTING

In the beautiful bays, where regattas frequently take place, and in the cool of the evening take a gallop over the racecourse, which Europeans can frequently visit without much fear of being taken in by *blacklegs*, since very little, if any, trickery is to be found on the Indian turf, consequently the novice has nothing to dread from that quarter, as not much betting takes place. When any races do come off, they generally continue for a fortnight, the running taking place every alternate day, in the cool of the evening, just before sunset. Should the Civilian's fancy lead him to indulge in

SPORTING,

With the exception of jackall and snipe shooting, little sport is to be found in the immediate vicinity of any of the three Presidencies; there is, however, the Calcutta hunt, the hounds of which are of English breed, and in the months of February, November, and December, jackalls abound, and afford good sport.

Should the European be located in the interior, he will have an opportunity of enjoying capital tiger, wild buffalo, and boar and bear

hunting, the former in Bengal, and the two latter in the Deccan, but, if in the centre of India, he can course the antelope, in which greyhounds are employed.

Many amusing, instructive, pleasant, and entertaining hours may be passed in visiting the curious and magnificent ruins of old temples, &c., which abound in this country. If he is stationed in Southern India the Hindoo temples must be the object of his attraction; and if, however, residing in Western India or the Deccan, he must explore the

CAVE TEMPLES

Of Verrool and Adjunta, those on the islands of Salsette and Elephanta, in the vicinity of Bombay, and also the splendid Falls of Gairsoppah, four in number, and which excel in beauty and grandeur those of Niagara. If living in, or travelling over

UPPER AND CENTRAL INDIA,

The Pagodas are worthy his notice, and the splendid remains of sculpture near Oojein (Malwa), Omerkautuck (Gondwana) Guzerat, Mahabuleshwar, Orissa (Juggernaut Temple and Car), Futtehpore Secree (near Agra), Deeg, Bukkur, and Roree Islands, and Forts on the Indus, Secundra, Delhi (Jumna Musjeed, Mausoleum of Hoomaivon, Kootub Minar), Agra (Taj Mehal), Oude (Lucknow, Tombs of Nabob Saadut Ali, Gate of Roum, and the Imambarra), Benares and Ajmere (Sheik Rajah Mooadeen's tomb), Currah (tomb). He will also be able to join many a select set in pic-nic parties, which are constantly being formed in the cool season by Europeans to inspect picturesque and interesting places. And he will do well to avail himself of every opportunity of taking rational amusements, nothing being more conducive to health in India than a change of place and scene. Should he be of a literary turn he will find well stored libraries at all the Presidencies, at

which places the cheap literature of the day can be procured almost as readily as in England.

The next point to which attention must be directed is that of the European's domestic economy and arrangements in his *ménage*, which being so entirely different from anything of the kind in Europe requires to be conducted with great precision and carefulness. In the first place it will be necessary, in order to render the general superintendence as light as possible, to lay down a well organised system, firmly resolving not to deviate from it. Let the Civilian, &c., as soon as he returns from his morning ride before breakfast inspect his stables and everything appertaining thereto; distribute the quantity of gram required for the stud, give his orders to the grooms, and see what repairs or alterations are required in this department. Whilst dressing himself previous to breakfast, he should give instructions to his Valet (Body Servant) respecting the arrangements, &c., necessary in his wardrobe. As soon as his morning meal is finished he must issue his orders to the Butler, examine his bazaar book (to whom should be given in the evening a few rupees to meet the current expenses of the next day), and give *written* orders for the purchases he may require to be made in the town from any of the

NATIVE OR EUROPEAN STORE-KEEPERS,

And unless the European can himself buy or order whatever he may want, no domestic should be allowed to fetch any article without a *written order*, the storekeeper being previously warned that nothing will be paid for unless the Civilian's voucher can be produced, as servants are frequently in the habit of fetching articles, using such for their own consumption, and having them set down to their Sahib's account. And here it may be advisable to caution the European how he should conduct

his business transactions with all storekeepers in India, against whose tricks and manœuvres he can hardly ever be too much on his guard. It is not customary when he enters a store to order or purchase any article to receive a bill of parcels, but that account is invariably sent with the goods to his bungalow, the carriage or portage of which *must* be defrayed by the buyer. The caste denominated coolies are employed in such offices. The pay of each, whether man, woman, or child, averages about $\frac{1}{4}$ rupee (6d.) per diem; these people are also employed in the removal of furniture, and it may be as well to state that whenever the European has occasion to change his domicile or quarters it will be necessary for him to employ a native upholsterer, who will send him his own gang of that caste, and the Burra Sahib should then take his departure from the house prior to the arrival of those gentry, for the turmoil, clatter, scrambling, &c., of the women to obtain some article, in order to secure the certainty of gaining a few pice (money) is such as to render the scene a miniature Babel. Nevertheless it is exceedingly amusing to behold the eagerness and avidity with which the heaviest and most bulky articles are borne away by those individuals, and no less ludicrous are the terrible squabbles and disputes which generally arise when the Butler begins to pay them, as that crafty functionary strives most heroically and successfully to obtain his percentage out of them. The storekeeper's sepoy or clerk who accompanies the bearer of the goods presents the account and is almost invariably ordered by his employer to request the purchaser to affix his signature thereto. On no account should this solicitation be complied with, because should there be any inaccuracy in the bill of parcels, or anything occur to cause a dispute to arise either as regards the price, number, or quality of the purchases, the time or mode of payment, the European has no redress; for the fact of his

having signed the account is a tacit and binding acknowledgment of its correctness, and the storekeeper can, and in nine cases out of ten *does*, by the mere production of that voucher obtain a judgment against his debtor for the whole amount to which he has affixed his signature. This is a favourite stratagem of the Native dealers, who hesitate not to take every possible advantage of all Johnny Newcomes, or "Griffins," as they are termed in Anglo-Indian phraseology, who cannot be *too much* on their guard, as those individuals are almost as thoroughly conversant with the twists and turnings of the law as if they themselves had regularly served their time in the office of a sharp attorney. Above all let Europeans shun going into a court of law with the native; for although he may not seem to them to be a wealthy man, nevertheless he will soon prove that he possesses interest and power enough to crush his opponent. As all Europeans in India receive their pay monthly in specie (rupees each of the value of 2s.), all his accounts should be settled at that time, taking due precaution to reserve enough silver to meet his

CURRENT BAZAAR EXPENDITURE,

As no credit is ever given by the Bazaar chapmen for the necessaries supplied by them. The native storekeepers are accustomed to collect their accounts in monthly, and as they are accurately informed as to the pay, position, and resources of all Civilians, they expect to have their bills discharged at that period. Not a single pie, however, should be paid until their accounts are minutely examined, for it not unfrequently happens that a greater number of articles, a higher price than arranged for, or an inaccuracy in the casting up of the sums total will often be found to have been set down, charged, or added up. Under no consideration should a pie be paid without receipts being taken, all of which should be carefully filed, so as to be forthcoming instant

when required to be produced, for it must be borne in mind that it is no uncommon practice in India for accounts to be presented for payment by both native and European tradesmen even two or three years after they have actually been liquidated, and this trick is most generally practised when the European is on the eve of his departure either up the country to another Presidency, or on furlough or retirement to Europe. By keeping all vouchers, no matter how small the amount may be, on a file, all unpleasantness, dispute, or imposition will be avoided and securely guarded against. The accounts of the baker, milkman, butterman, and storekeepers, servants' wages (the punctual payment of which is really a *boon* to them, and will ensure good attendance and willing compliance with instructions, since nearly all are family men, whose wives and families sometimes live up the country, to whom they have to send their monthly subsistence money, which they are unable to do if their pay is withheld from them, so that in that case they have recourse to the Marwarree, money lender, with whom they are obliged to deposit their gold and silver ornaments as security for the amount borrowed at the rate of 10 to 15 per cent.) subscriptions to the civil service fund, library, home and native newspapers, medical attendant, chemist, veterinary surgeon, saddler, and coachmakers' accounts, subscriptions to the freemason's fund and library, by which method the European will be enabled to keep out of debt, maintain an independent position, and at once know the monthly surplus of his income, which, as it cannot but prove small at the first onset, should be placed in the savings bank, where it can remain until, with regular additions and interest, it amounts to 500 rupees (£50), the highest sum allowed to be deposited by any individual. Then it should be withdrawn, and employed in the purchase of government paper, which bears interest at the rate of 3, 4, and 5 per cent.

This investment, which is most secure, is similar to Exchequer bills; so that if the European should at any time require ready cash, and yet not feel disposed to sell his government paper, he can always obtain a loan upon it from any of the banks, by placing it in their hands as collateral security, to be redeemed at the expiration of three months, and paying a reasonable interest, the current rate being 9 per cent.; but if that security is not redeemed at that period it will be disposed of or taken by the bank to its own credit at the market price, and the balance handed over to the depositor. Much discretion and caution must be observed by the European as to the mode and manner in which he speculates in the investment of his hard-earned savings (for hard-earned they must always be considered, upon reflection, since to obtain them he has expatriated and banished himself from his country and friends for many years, during which period he has had to contend against temptations and diseases foreign to his native land), as there are always innumerable land sharks, in the semblance of Native and European traders, who will not hesitate to offer him the tempting and alluring bait of the promise of 25, 40, 50, and even 60 per cent. for his spare cash; but let him beware how he yields to such inducements to trust rash and unprincipled speculators; for many a well-concocted swindle, under a similar pretence, has effected the ruin of the shrewdest Europeans that ever visited India. So well fenced do the Natives keep their actual position, as regards their pecuniary resources, from Europeans, that, although upon the most rigid investigation and inquiry, appearances have actually warranted the Civilian in parting with his rupees, and even that enormous interest has been regularly paid him for a considerable period—nay, in some instances, for years—nevertheless, when he has signified his intention to withdraw his capital out of the

speculator's hands he has then discovered that his debtor was nothing better than "a man of straw," although he was looked upon as being a "safe card," not only by himself, but by the mercantile community at large; consequently he becomes an insolvent, and the Civilian, after many years of toil, finds himself lucky in being able to fall back upon his civil service annuity, to enable him to return to his native land. Innumerable instances of Civilians losing their savings by entering into rash speculations have often occurred in India, as well as by the insolvency of native mercantile firms, who previously had ranked among the richest and most stable of their caste. It matters little, however rich a native merchant may be considered, nor to what caste he may belong, for many hundreds of Europeans have been and still are ruined by placing their fortunes in the hands of those crafty, astute, and unprincipled people, who merely hold out the tempting allurements of a large rate of interest, in order to gain possession of the lender's principal; and it generally happens, in nine cases out of ten, that when the Parsee, Hindoo, Banyan, or Marwarree firms, in whom such implicit confidence has been reposed, become insolvent, their estates seldom, if ever, pay a dividend of more than one or two rupees in the hundred, care being always taken by the natives, when they marry, to settle the bulk of their own and their "carasposas'" property on their wife; so that, truthfully speaking, no firm reliance should be placed on the rumour that a native trader is a wealthy man, for it but too frequently occurs that at his insolvency or death he turns out to have been extremely poor for many many years, and only upheld by friends. Europeans do not and cannot possess the same facilities for ascertaining the actual position of a native trader, no matter of what caste, which are open to the natives themselves, and the resources of the native merchant are extremely fluctuating and un-

certain; added to which their transactions are enveloped in mystery, to unfold which will baffle the endeavours of the most skilful and shrewdest European, which is not in the least strange when the mode of conducting mercantile affairs in India is explained. Every European firm in the Presidencies have either their Parsee, Hindoo, or Banyan broker, to whom is entrusted the selling of all their consignments, as well as the purchasing of their numerous shipments; whilst the British merchants, who may be carrying on a most lucrative and flourishing commerce in India, rarely, if ever, have any personal knowledge or intercourse with the *bona fide* native traders, who receive their ventures and supply their shipments. It is customary for all brokers to make the European merchant large advances upon the bills of lading of consignments, prior to sales being effected; in fact, those are the men who are considered the capitalists of India; and, being always more or less mixed up with each other in monetary matters, it naturally happens that when a failure does take place among them it is like a panic, and generally crushes all who are in the slightest degree connected or concerned with them.

Faithfully as the character of the natives has been delineated, the European will always receive at their hands the most studied attention and politeness; and he is besought to behave towards them with the most scrupulous good breeding, to treat them with politeness and consideration, no matter whatever circumstances may have happened to cause him to entertain a dislike for their peculiar prejudices and customs. In his demeanour towards them let him observe the greatest circumspection, however their hypocrisy and deception may have alienated the good opinion he had at first entertained for them, as they are ever on their guard to profit by any act of indiscretion which may place the incautious

Civilian in their power, and who, from the very nature of the climate, and the harassing annoyances to which his position subjects him, is likely to become irritable and unguarded in his expressions. Above all, he is particularly advised never to scoff, jeer, meddle with, or ridicule any of their religious scruples, ceremonies, or observances, however strange, preposterous, or absurd they may appear to him; for religious toleration is permitted, in the most *extended* acceptance of the expression, throughout the whole empire of India; and nothing would sooner incur the ill-will and detestation of the natives than any uncalled for interference on his part in their religious matters. Let him endeavour to take an interest in promulgating sound and fundamental education among their children; but even that must be strictly confined to secular subjects only, and all attempts to disseminate a *superficial* system should be avoided, for the course which for upwards of 11 years had been adopted at Bombay, in the Elphinstone College (but which was, in 1857, so graphically exposed by Edward Howard, Esq., Barrister-at-Law, and Educational Inspector of that Presidency), has caused the young Natives of that city to become most conceited and overbearing in their general demeanour to Europeans, and been productive of the most disastrous consequences, against a repetition of which *folly* all young Civilians are warned, so that they may not patronise that baneful system, when presiding over any of the out stations.

At each of the three Presidencies there are several old established European firms who act as bankers, in whose good faith and integrity the most implicit confidence may be reposed, and it is to them that the European should apply as regards his monetary matters, and from whom he will always receive every information connected with the markets and exchanges in India and Europe. Let no consideration induce him to have any pecuniary

transactions with the Indian banks, in the way of loans, for once let him entangle himself with any of those establishments, and ruin will inevitably follow. The greater portion of the shareholders are, in general, the wealthy natives, who, the instant that any application is made to those firms for pecuniary assistance, either in the way of loans or advances, search out and investigate, most minutely, every circumstance connected both with the private as well as the public character of the applicants; to them his resources are well known, and thus all

BORROWERS

Become, without the slightest suspicion on their own parts, entirely in the power and under the influence and control of the wealthy natives, and are bound to grant them or any influential member of their castes whatever favours they may require at their hands, however questionable or irregular the bent of the native's wishes may appear; for should the European determine to refuse their applications an immediate demand issues for the payment of their loan or the redemption of the security upon which the advance has been made. Should the deposit in their hands be government paper, rest assured that it will be retained by them at the market rate, which, should the price have fallen considerably, will entail a heavy loss on the depositors. Let it be even supposed that the Civilian is fully prepared to meet all contingencies in this respect, but yet have any outstanding debts, he will immediately be pressed by those creditors for their liquidation, and if unable to settle them *instantly*, a *capias* will be issued against him, and, in default of the necessary bail, incarceration in *durance vile* will naturally be the result. This is by no means an overdrawn statement, but the plain undisguised truth. The power and influence of the wealthy natives at all the Presidencies is great beyond conception, which is not so much to

be wondered at, when it is patent to the Indian, if not to the European world that the greater portion of the civil, military, and naval employés of the Honourable East India Company resident in India are in most instances under great and lasting obligations to the native merchant princes in India. The only sure and effectual remedy whereby an European can hope to avoid all these harassing annoyances is to settle his accounts monthly, eschew gambling of every kind, refrain from procuring loans or advances, decline to attach his signature to any bills, bonds, or securities connected with monetary transactions, and strictly conform to the minute precautions contained in this *brochure*. Trivial and simple as they may appear, if he disregard them, and prefer to pursue an opposite course, he will entail upon himself misery, unhappiness, disgrace, and ruin. In order to guard against any imposition in the weight or price of the purchases he may require, his attention is directed to the

INDIAN WEIGHTS AND COINS, Which are, viz., for heavy commodities:—

	lbs.	oz.	dt.	grs.
The Maund equal to (Troy weight)	100	0	0	0
„ Seer „ „	2	6	0	0
„ Chittack „ „	1	15	12	0
„ Tola „ „	0	0	7	12

Whilst those of the goldsmiths and jewellers are, viz.:

	Oz.	Dt.	Gr.
The Tola equal to (Troy Weight)	0	7	12
„ Masha „ „	0	0	15
„ Rattee „ „	0	0	$\frac{1}{8}$
„ Dhan „ „	0	0	$\frac{1}{4}$

The coinage in India consists of, viz.:

The Gold Mohur, equal to 16 Rupees, but now very seldom to be met with, owing to the fact of the Natives converting all such coins into ornaments.

The Rupee equal to 16 Annas.

„ Anna „ „ 3 Pice.

„ Pice „ „ 4 Pie.

The rupee is a silver coin about the size of a half-crown piece but not so heavy, and is divided into

halves (8 annas) and quarters (4 annas) both also of silver. The Anna, Pice, and Pie are copper coins, Silver is the legal medium of circulation in the Presidencies, and all Government officials are paid in that coin. There is also a tolerably extensive circulation of bank notes from 5 rupees and upwards, which are current all over the country, and hoondees (a kind of bill of exchange) which are employed to remit money from one part of the country to another. These are to be always obtained from the native Bankers or Shroffs at the principal towns in the Presidencies. The European should always retain in his own immediate possession sufficient funds to meet his current monthly expenditure, and as constant and clever robberies are frequently being committed by the native servants on Europeans, he is advised to procure as soon as possible, after he is domiciled, an

IRON SAFE

And small cash box. It may not be inappropriate to state that all native domestics are acute adepts at opening locks and padlocks, consequently in the safe should be deposited the Cash box, together with all documents and keys, the European merely retaining that of the chest about his person, as it is imperatively necessary to keep *everything* under lock and key. It will be found convenient to always keep sufficient silver coin in the Bungalow for current expenses, for if the European has constantly to change bank notes he must either dispatch his belted messenger (Sepoy) to the bank, where he will always obtain the amount in rupees, or else send his butler to the Bazaar for it, in which case he will, if not directly, at least indirectly, incur a loss (which, although trivial on one note, will, in the course of twelve months, amount to something considerable), as that functionary is obliged to purchase the silver from a

NATIVE MONEY CHANGER,

Who deducts his commission. And here it may not be irrelevant to state that some of the wealthiest native merchant princes of India have in early life pursued this humble yet lucrative calling, as it is not unusual to see several groups of young men of various castes, not more than 16 years of age with piles of copper coins, (annas, pice, and pie) placed before them, (the rupees being carefully kept in bags on their

persons), sitting cross legged on old Persian rugs laid on a small piece of board in the Bazaars following this vocation, and to observe the Natives approach them with bank notes and rupees, seeking silver and copper in exchange, for which accommodation they are obliged to pay a small commission. In most instances the money changer's stock or capital has been borrowed at the rate of 9 per cent., and this they are enabled in a short time to return, together with the interest accruing thereon, and with their savings afterwards realise immense fortunes, for although their gains *at first* are but small indeed, still they practise most parsimonious economy in their mode of living; they are, therefore, in a short time (after their borrowed capital has been returned) enabled to become large speculators in Government paper and securities, and extensive dealers in gold and sovereigns (which are in great demand at the close of the cool season, owing to Europeans requiring such for their homeward journey), and many of these men advance money at an exorbitant rate of interest to all castes and classes of people.

As the nature of the climate renders the consumption of Pale Ale considerable, the resident European may effect a great saving in that article by importing the quantity he may require *direct* in hogsheads; and directions should be given to forward the casks he may have determined on to receive every quarter, which on arrival his butler will bottle off under his own immediate surveillance. By these means he will not only secure a regular supply of the *genuine* article—a great desideratum—but at a much cheaper rate than if purchased in India, and even in the event of his own immediate consumption not being in proportion to the supply ordered by him, he will always find a ready market for the overplus, either by private sale or public auction, an immense amount of business being transacted in India in the latter manner.

He will also act most wisely if, previous to leaving England, he enter into arrangements to secure a regular supply of

EUROPEAN CONDIMENTS,

(All of which are charged in India double their original cost), by leaving instructions with their purveyors, to forward per Overland route monthly,

his requirements. He is also strongly advised to make similar arrangements with such

EUROPEAN TRADESMEN

As his tailor, hatter, glover, hosier, stationer, saddler, bootmaker, coachmaker, &c., to send him out from time to time, *via* overland route, monthly, whatever he may respectively require from them individually during his residence in India, due precaution being taken that all their different packages should be carefully put in tin cases of the proper dimensions, legibly numbered and directed, insurance effected on them, and forwarded per Peninsular and Oriental Company's steamers regularly every month; for even after paying all these charges the Civilian will not only obtain the articles at a cheaper rate but of an infinitely better quality. Such will be the means of curtailing his dealings with the Indian storekeepers, and will render him less subject to their importunities and impositions, for, strange to state, no intrinsic benefit is derived from making cash payments, no abatement being made by the storekeepers, although it cannot but be admitted that to avoid having any running accounts with Indian tradespeople such is a most salutary measure. Now the attention of the European must be directed to the absurd yet peculiar manner in which the natives of all classes regulate the price of household necessities, which practice is productive of much injury to all Europeans who may, by their birth and position (even in Indian society), hold rank with the "Burra Sahibs," or great men of each Presidency, such as Civilians and Uncovenanted servants holding high responsible and lucrative appointments, and yet not being in the receipt of *one-fifth* their monthly income; for instance, the native butterman who supplies the establishment of a Civilian who has the entrée at Government House, will only give him twelve cups of butter for a rupee, because he, as well as the native community at large, consider him as "a great man," owing to his being admitted to put his legs under the table of Her Majesty's Representative, while an European engineer, or any individual in a similar position, will obtain *sixteen* cups for the same price, of equally as good quality, and simply because he only ranks as a "Chota Sahib," and is not received at Government House. It is perfectly useless to remonstrate upon the absurdity or injustice of this proceeding, for the native will

only reply with the greatest coolness imaginable that "every European must pay for the *honour* of being a Burra Sahib." This method of imposition is practised by all the Native tradesmen.

It will be necessary to offer a few remarks upon the manner in which cocoa nut oil, (an article of immense general consumption), should be purchased, lamps being universally used both by Natives and Europeans. Its price averages from $3\frac{1}{2}$ to 4 rupees per maund, and the most economical plan is to buy 5 to 6 maunds at a time, taking care to have a large tin can or small vat, with a tap (similar to that used to draw off beer) affixed to it, with a *removeable key*, so that it can be taken out when required, which will prevent the possibility of the servants purloining it, for if the butler is allowed to procure this article as it is required it becomes extremely expensive, for he will invariably charge from 4 to 6 rupees per maund for that of an *inferior* quality, when in fact he has only given his master half the quantity charged, besides raising the market price as suits his own convenience, to make up any deficiency that may arise in his Bazaar accounts.

One of the dearest articles in demand is beer bottles, all of which should be carefully collected and kept under lock and key, for they are so much used in India that it not unfrequently happens that 10 rupees (£1) to 15 (£1 10s.) per dozen is the rate at which they can be purchased in the Bazaar, and the trade of a dealer in wine and beer bottles, or as it is termed in Indian phraseology a

"BOTTLE WALLAH,"

Is a most lucrative occupation, many of the native merchant princes having in early life pursued that vocation. It has been affirmed, but the Author does not vouch for its veracity, that the celebrated Indian philanthropist, Sir Jamsetjee Jejeebhoy, Bart., at one time followed this avocation. As bottles of every description are charged for, it will be economical to take due care when receiving a supply of wine, brandy, beer, or soda water, that they should be returned, and the regular allowance insisted upon, or the European (if he has any empty ones in his cellar) can send his own; and here it is necessary to observe that as there are not any regular cellars to be found in any of the bungalows, the Civillian will find it necessary to turn a room into one, in which case he should have bins erected, with a good supply of sawdust, and a patent

lock fixed upon the door, and as there are never any store closets, part of the room so intended to be appropriated might also be fitted up as a store room, care being taken to have a kind of moveable press, with drawers, having compartments lined with tin, and standing away from the wall, fixed on moveable legs, which must be placed in deep hollow iron moulds, containing salt and water, which should be kept replenished daily (if found necessary) so as to destroy the white ants, or else the whole of the stores will be found one mass of ants and other insects, for the destruction of which no other remedy exists. The room chosen for this purpose should be in as airy and dry a situation as possible. Considerable trouble and annoyance will be saved by laying in regular monthly supplies of all articles of general home consumption, purchasing them in bulk and not in small quantities—for instance, rice, potatoes, onions (which should be hung up, away from the walls, in cane baskets), and arrow root, by the maund; tea (black and green); sugars (Muscovado and candied); raisins, currants, almonds, dried fruits (Persian and American); biscuits, champagne, claret, and brandy by the box; figs by the drum; pale ale (if not imported direct), and wines, by the cask. All the drinkables can be cooled and iced, as there are now ice houses at Bombay, Madras, and Calcutta, which being well supplied with that refreshing article from America (several large ships arriving with cargoes annually), the Hamalls can be sent in daily for the same. Should there, however, be a scarcity, then the Civillian ought to lay in a stock as early as possible, and keep it well packed up in an iron pail or vat, buried in sawdust, if he wishes to enjoy the comfort of having his eatables and drinkables iced—a great and necessary luxury in such an intense climate, especially as all Europeans of every class keep open house for their circle of friends, which is also reciprocally returned by all their acquaintances, and therefore does not entail upon them so much expense as might be expected. The peculiar nature of the Indian climate renders it imperative that the European resident should take the precaution to have his entire wardrobe, both personal and household, well examined, and put out in the sun for an airing at least once a month. His coats, hats, &c., should be well brushed and dusted; his boots kept on trees and well cleaned; his gloves aired and kept on hand trees; the covers of his chairs, sofas, &c.

taken off and placed in the sun; his beds and furniture well beaten, dusted, and exposed to the heat; his books all dusted separately, and his papers examined, or else he will find that (and that, too, in the height of the hot season) all of them are eaten up with mildew, damp, and stained. In two months everything in his entire ménage will be quite spoiled if this precaution is not put in practice. In the rainy season he must have them placed before the patent stoves, one of which should be placed in every room in the bungalow, in which charcoal must be burnt, care being taken to have a window open to allow of the free egress of the heat from the apartments.

One of the greatest consolations which a Civilian will enjoy during his sojourn in India is that which naturally arises from his European correspondence. and, to ensure the regular and safe transmission of his communications through the Indian post offices, it is imperative that he should always keep a

POST OFFICE LETTER BOOK,

In which must be entered in full, the address of every letter, the date, route, and the amount of postage sent with each, and which book should always be sent to the General Post Office, whenever the Sepoy is entrusted with letters, who upon presenting it to the authorities will duly stamp the memorandum with the

OFFICIAL SEAL,

So that in case of any irregularity occurring in the delivery of the letters, packages, &c., as the case may be, the posting can be fully attested by the sender, and his Sepoy freed from any blame, the responsibility and fault then resting entirely with the post office officials. On no account should Europeans neglect this salutary measure, which completely prevents any fraud being practised by his domestics, and it is advisable to adopt this precaution in respect to all notes, letters, papers, or parcels, whether despatches on business, or private affairs, as it is utterly impossible, in such a peculiarly organised country as India, to foresee when or how the evidence or proof of such transmission may be required in a Court of law, or on the occasion of an official investigation; for disputes arise, dismissals and removals in India take place when least expected, anticipated, or deserved, whilst by adopting such a step, the

Civilian is prepared for any emergency that may suddenly occur. He will also act most prudently to keep a regular supply of

WEDGWOOD'S MANIFOLD WRITERS,

By which means he can always retain his original letters in his own possession, as he can send the copy or copies (he being able to take off as many as he may require at the same time that he writes it in the book) to his correspondents, and he is most earnestly advised *never* to write a note, whether on private or official matters, without acting with this precaution, as too many instances have been known in India of private notes being produced as official documents, and finding their way into the Indian Daily Journals without the sanction of the writers, and which have militated much, and, in some instances, very seriously, against Civilians and Military men in their various official positions. The European, no matter whatever appointment he holds, is *cautioned* not to put pen to paper except by means of a manifold writer, as all letters therein contained are admitted as legal evidence, they being in the *bona fide* handwriting of the correspondent. The arrival of the European mails is invariably signalled at each of the Presidencies as soon as the steamer is discerned from the light houses situated at each, and the flag, with its balls, continues flying until the steamer anchors off the harbour, when it is withdrawn. This signal is telegraphed and answered by the various flag stations situated about the vicinity of the town, so that all the residents in the suburbs are enabled to send their Sepoys into the General Post Office for their

LETTERS AND NEWSPAPERS,

Which can never be obtained until six or eight hours after the packet's arrival. The Editors of the various newspapers certainly do procure their's much earlier, but that is done to facilitate the arrangements of the Indian Press, owing to the time it takes to effect the sorting of them, and to dispatch the Inland Indian Mails, which are conveyed by rough unsightly mail carts as far as there are roads. These conveyances are small wooden gigs, built very narrow, with two seats, and not unlike the London district mail carts, only lighter, and which travel at the rate of from ten to eleven miles per hour. At the last Post House the bags are taken out, and the letters divided into portions, which are immediately put into small leather bags, which are then slung across the shoulders of

natives, termed "Runners," and who proceed along at the uniform pace of nine miles per hour; on arriving at each post house, which is situated at about equal distances from each other, they are immediately relieved, the bags taken up by another native, and thus borne onwards to their destination. This class of men are descendants of the messengers who, in the time of the Persian King Darius, performed similar journeys very rapidly from station to station. As soon as the railways are finished this mode of transmitting letters will be abolished. It is necessary for the Sepoy dispatched for the European's English correspondence to take with him a written order, or the letters will not be given to him by the Post Office officials; and he should be instructed *not* to return without the packages; because sometimes they are made to wait four or five hours, and will return to the bungalow, saying, "No letters, sahib;" and the next morning, when the usual daily delivery takes place, his master will receive his packets. This is a very common trick among the Indian servants, and must be guarded against; for it not unfrequently happens that the Outward mail bags are advertised to be made up next morning, in which case the Civilian loses the opportunity of answering his correspondents. Besides, it is no uncommon occurrence in India to receive Letters and Newspapers a week after their arrival; in fact, the delivery of the latter is most irregular. In the transmission of letters to Europe the Civilian should carefully follow out the plan already laid down, as to having a letter-book; but care must be taken to distinctly write upon all the superscriptions the route by which he intends his communications to be sent, by placing "*via* Southampton," or "*via* Marseilles," as the case may be. In the former case the letters can be prepaid, but are longer on their journey; in the latter they can now also be prepaid, but are delivered about five days *earlier*, which is a great advantage, as it enables their European friends to reply by return of mail. The postage of Indian Newspapers prior to transmission to Europe must be prepaid (3d. each). The consumption of firewood being very considerable in every establishment the European will do well to purchase the same by loads, and to keep up a good supply of his necessary article in his ménage. Another article of considerable importance in every household during the monsoons is charcoal, which is employed to air the rooms, in order to keep them as free as

possible from the damp which is so prevalent at that season of the year in India. This commodity must be purchased in bulk, and not in small quantities, and kept under *lock and key*, or else the domestics will purloin the whole of it. The principal object of the writer of this *brochure* is to fully prepare Europeans and Civilians for all the difficulties which the peculiar novelty of their position in India entails upon them; and he most earnestly entreats his young and inexperienced readers not to imagine that the *minute* details into which his anxiety to remove the thorns in their pathway has caused him to enter, as regards domestic economy in India, as repugnant or beneath their position, whatever that may be, whether Civil, Military, Naval, or Mercantile. Harassed, annoyed, or fatigued, as they may find themselves after the discharge of their daily official duties, owing to the nature of the climate, still he cautions them most strongly against giving way to any feeling of lassitude or negligence as regards their *domestic* affairs; for let them but once establish a well organised system, such as has been here minutely detailed, and the whole machine will then require but a little regular surveillance to keep it in good straightforward working condition; and much real comfort and satisfaction will be derived from it, not only in a personal but also in a pecuniary point of view, as a well-regulated establishment will be kept up, without much trouble and at a comparatively small outlay. If, on the other hand, these minute and practical

HINTS

be disregarded, as being frivolous and too exacting, and the personal supervision of their ménage considered too derogatory to them as "Burra Sahibs," and they delegate such to their butler, the greatest confusion, lavish expenditure, and a total subjection to Native influence and artifices are sure to be the fatal consequences of such neglect; the more unpardonable, since the European has now the opportunity of being forearmed as well as forewarned of nearly, if not *all* the difficulties he will have to contend against in all the Presidencies of the vast Empire of India. The European will derive much amusement from the mode of trading which is adapted by the *borras* or Indian hawkers, for the traffic which they carry on is most lucrative and extensive in the suburbs of the large stations, at the out-stations, and cantonments; and they may not inappropriately be termed the Native tallymen, as in their system of

business and credit their transactions bear a close affinity to that class of individuals in England. These Natives are always accompanied by two or three coolies, who carry their enormous large packs, (in which are contained their stock-in-trade,) on their heads, and call, *en passant*, at almost every bungalow, whether the abode of a Chota or Burra Sahib, where they expose their heterogeneous merchandise for sale; heterogeneous, indeed, may such well be termed, as it is a complete *mélange* of articles of every description; and it is not uncommon for each Pack to contain, all huddled together in most extraordinary confusion, the following articles, viz.:—

Writing paper, envelopes, pins, needles, perfumes, scented soap, books, pocket and account books, almanacs, shirts, socks, stockings, braces, sardines, anchovies, sauces, Florence oil, vesta lights, lamp wicks, ribbons, silks, cotton reels, satins, prints, muslins, velvets, dresses, linen, long cloth, shoes, slippers, thread, skeins of silk, stays, buttons, laces, edging, gloves, flannel, playing and address cards, merinos, pens, ink, sealing wax, penknives, tapers, pen-holders, tape, combs, brushes, tooth powder, essences, knives, forks, spoons, scissors, razors, shaving soap and boxes, music, music paper, pencils, night caps, baby linen, cigars, ready-made wearing apparel, preserved fruits, vinegar, card and cigar cases, garters, composition and wax candles, carriage lamp candles, sponges, blacking, Macassar oil, Circassian and cold creams, sticking plaister, blotting paper, writing cases, neck and pocket handkerchiefs, towels, table cloths, napkins, D'Oyleys, table covers, tweeds, cloth waistcoat-pieces, blankets, Guernsey frocks, whips, spurs, children's dresses, caps, Turkish pipes, driving whips, bridles, dog whistles, collars and chains, bonbons, varnish, engravings, saddle cloths, shoe strings, collars, (ladies') shirt collars, cuffs, buckles, waist ribbons, and a multifarious number of other articles too numerous to detail, for each of which they invariably ask a purchaser *three times* more than the actual value, or the price they intend accepting. It is usual to commence the bargaining with these ardent sharpers by offering them *one-third* the rate they demand; and, however anxious a person may feel to purchase any particular article or articles, care must be taken not to allow the Borra to imagine that such commodity is earnestly sought after, or he will immediately raise the price to a most exorbitant rate. The only plan to pursue is merely to glance at it casually, demand the price, and, in the

most indifferent manner conceivable make an offer of one-third of the rate asked. If the dealer declines to accept it, which he will almost be sure to do, let the European look at something else, taking care to reject several articles shown him. The Borra will, in all probability, place aside the articles of which the intended purchaser has asked the prices; so that after he has displayed the whole of his miscellaneous repository, he will, as he carefully replaces the goods into his bundles, make another offer of it to the European, at a considerable abatement; and, with a little patience on the part of the intended purchaser, he may obtain it at his own price. It is utterly impossible to transact any kind of business in India without a deal of haggling; and the European must submit to this tax on his patience without hesitation or remonstrance. Under no consideration should any European be guided in his calculations of the price at that by which articles are sold in the shops or warehouses in Europe, as, owing to those same commodities being exported in large quantities, and then purchased at public auction, the Indian tallyman is enabled to sell them at considerably less than any European warehouseman or shopkeeper. The surest safeguard against imposition is to multiply the price demanded by two, and then divide it by three, and the product will be a fair and ample remunerative price to give for any articles offered for sale, not only by these crafty knaves, but also by the Native and European storekeepers, who make most outrageous demands for every commodity. In fact, that plan should be adopted in all business transactions, and then the European will protect himself from imposition. Almost all European goods may frequently be obtained from the Native tradesmen at much cheaper rates than the same could be purchased first-hand in Europe; but then they must be haggled for to gain that advantage, for all classes of natives are so shrewd, cunning, crafty, designing and acute, that they understand thoroughly the *real* value of every article which passes through their hands; but, rather than not touch the pice, (as they term all kinds of money), they, as well as the tallyman, after they have once spread out their wares to view, adopt the practice so prevalent among the London shopkeepers, of letting purchasers have an article at a loss so as to induce them to buy other commodities, in the price of which they manage to gain enormously. On no account should these hawkers be left alone in the

bungalow, or even in the verandahs, without an attendant being present, for they are rather addicted to legerdemain tricks, and it is no uncommon circumstance to find that some article of *vertu* is missing immediately after their departure, so that a sharp look out is necessary on their movements when they are admitted into the premises. Their perambulations are a matter of great convenience to European ladies, especially if their residence is situated at some distance from any of the principal towns in the Presidencies, as they can obtain their supplies of housewifery matters without being obliged to travel that distance to procure those requirements, independent of which the examination of their packs affords both European and Native ladies much amusement—the Borra not thinking it the slightest trouble to open and display all his bundles without a single purchase being effected. Should it prove inconvenient for the purchasers to make cash payments, these gentlemen are equally as accommodating as their European fraternity, and “will call another day for the cash;” but whoever purchases on these conditions, may be certain that some extra rate will be charged when payment is offered; the natives of India will have good interest for their credit, so that purchasers are cautioned to avoid transacting business on those terms with people in India, and ladies should not be tempted to purchase on credit at any time, for their “cara sposas” will be called upon for payment when least expected or convenient.

It will now be necessary to give the uninitiated a few precautions as to their general habits, &c., during the wet season. As soon as the monsoons commence, care should be taken to put on warm clothing of every description; for instance, woollen stockings, tweed trousers, thick-soled and waterproof boots, coats, leggings, (of thin texture) hats and gloves, as well as cloth vests and coats, should be worn; the sitting and bed rooms ought to be well aired, the stoves being kept at a moderate heat; all windows and doors closed during the rains, but the moment that a fine day occurs, every possible advantage should be taken of that opportunity to open the whole of the house, and give everything a good airing, and it may as well be observed, that in the Presidency of Bombay, such happens every sixth or seventh day during the continuance of the rains. The European must not forget to husband his stud and domestics as well as himself, for colds and dis-

eases of all kinds are always more prevalent at the beginning and end of the rains in all hot and tropical climates than at any other period of the year, except that of the hottest month, when fever, dysentery, &c., commit frightful ravages. The horses should be well fed, have hot mashies given to them every night, and they, as well as the domestics, engaged in outdoor employment, should be clothed in waterproof garments, for instance, the coachman, grooms, and sepoy; for the expense attending such is but trivial, in comparison with the inconvenience which a “Sahib” will experience, should many of his domestics be on the sick list, as others cannot always be hired to replace them in an instant.

As all Europeans are more or less subject to be attacked with sickness in such a climate as India, it behoves all residents or travellers to adopt a uniform system of diet, which should consist of as nourishing food as possible, and all kinds of stimulants, such as pale-ale, brandy, diluted with water, port wine, champagne, &c., should be taken in moderate quantities; but all light wines, such as sherry, moselle, sauterne, barsac, &c., should be avoided, as they turn sour on the stomach. Neither should fruit of any kind be eaten, unless quite ripe, and then only in moderate quantities. Iced champagne has been found to prove very efficacious in cases of dysentery, &c., and when an European is attacked with those diseases, he should not attempt to stop the purging directly, but simply take a soothing mixture, and send for his medical attendant, to whom application should be made immediately any illness occurs. Although the oysters in many parts of India, and especially at Mahim, near Bombay, are exceedingly large and fine, all medical men are of unanimous opinion that Europeans should not *indulge* in eating them, as they almost immediately bring on diarrhoea, and have even produced death in less time than a medical man could be summoned. Care should be taken to always keep a blanket placed on the mattress of every bed, both in the warm, dry, and wet seasons. Nothing more contributes to the preservation of health than a systematic mode of living. Early rising is essentially necessary, as it enables the European to perambulate in the cool of the morning about his compound or grounds, if unequal to walking any distance, and tends to keep the body in a healthy condition, which is almost next to an impossibility, if walking exercise is not taken regu-

larly; and to do so after dusk has closed in, is far from prudent, on account of the heavy dews which generally fall at that time. Much precaution should be used in the indulgence of taking cold or tepid baths, for if that practice is resorted to in too immoderate a degree, they not only lose all efficacy, but render an individual exceedingly languid. One, or at the most, two baths daily (and those tepid), are quite sufficient, unless the person is a valetudinarian, in which case medical instructions should be taken, and rigidly adhered to; and above all things, Europeans are strongly advised to keep their bowels in a healthy condition, for constipation is equally as fatal as relaxation. All draughts should be avoided as much as possible, for rheumatism is a disease which commits most frightful ravages on Europeans, but when attacked with such the parts should be constantly well rubbed with turpentine. One of the most unpleasant tasks which devolves upon all Europeans is, that of being obliged to sit on Juries in India, and which is totally unavoidable, owing to the paucity of Europeans generally resident in the towns where the sessions are held; and as every jury is composed of half Europeans and half Natives, it generally devolves upon the former to combat against all the prejudices which Indians possess, in order to arrive at a just and impartial verdict. The European who may have to pass through the unpleasant ordeal of sitting on them is most strongly urged to struggle with firmness and good temper against the absurd opinions which will very frequently emanate from the Natives, and endeavour, by mild, yet energetic persuasion, to point out to them the fallacy of any arguments which they may advance in support of their views, should such be diametrically opposed to the true and direct bearings of the case before them, and not to attempt, by any display of irritability, to force them to adopt his own interpretation of the point at issue, because then he will invariably fail to accomplish his purpose; whereas, on the other hand, by a little courtesy and patience, he will at once convince the Natives of their error, and save himself being immured in a jury room for twenty-four hours, on a dark windy and boisterous night in the monsoons—no enviable position, the writer assures him, especially if he have to drive four or six miles to his bungalow in a monsoon gale, accompanied with terrific thunder and lightning. In the hot season, all Europeans should endeavour, if possible, to obtain leave

to pitch their tents on the Esplanade, because, living *al fresco* for two or three months is not only conducive to their health, but highly invigorating, and helps to dispel that dead langour, and heavy, torpid lassitude, which creeps over every European when residing in India; with this feeling he should endeavour to battle, and on no account should he give way to it, or he will become a perfect slave to that demon, inertness, and demon it may well be termed, since it engenders many, if not nearly all, the diseases prevalent in India. The Civilian should only take repose at night, no *siestas*, as in South America, should be indulged in, and he is recommended, even when feeling nearly quite exhausted, not to give way to that inactivity which steals so imperceptibly upon him, as it only arises from the peculiar nature of the climate, and not from over fatigue. It is then that he should rouse himself, mount his horse, and take a hard gallop, which will have the effect of restoring him to his accustomed energy. The mind should in India be kept constantly employed in fresh scenes and actions; for inactivity produces *ennui*, irritability, spleen, and a host of other complaints. Above all, punctuality should be observed in all his movements; but in order to maintain such, he will have to keep his staff of servants on the *qui vive*, for those individuals, in common with all Natives, pay no regard to time, so that by availing himself of its value, he may not only attain to eminence and distinction in whatever station he may be placed, but also outwit the crafty and designing Native, with all his tergiversation and tact in the torturing of words, actions, and expressions, so as to best suit his own immediate views, at the sacrifice of the position of his European friend or acquaintance.

PROPOSED NEW ROUTES TO INDIA.

No. 1. From London to Vienna.

- „ Vienna to Pesth (Buda).
- „ Buda to Scutari, near Constantinople.
- „ Scutari to Scanderoon, near Aleppo.
- „ Aleppo to Bagdad.
- „ Bagdad to Bussorah (Basra).
- „ Basra (Persian Gulf) to Kurrachee.
- „ Kurrachee to Bombay.
- „ Bombay to Delhi.
- „ Delhi to Calcutta.

To be performed, viz.:—

By Rail to Buda, Scutari, Scanderoon, Aleppo, Bagdad, and Basra.

By Steamer from Basra to Kurrachee.

„ Rail from Kurrachee to Bombay, Madras, and Calcutta.

Time occupied about 14 to 16 days.

Distances about—

London.

1262 Vienna.

1327 65 Pesth.

4827 3565 3500 Bombay.

5487 4225 4160 660 Delhi.

6267 5005 4940 1440 780 Calcutta.

No. 2. From London to Trieste.

„ Trieste to Scanderoon.

„ Scanderoon to Bagdad.

„ Bagdad to Basra.

„ Basra to Kurrachee.

„ Kurrachee to Bombay.

„ Bombay to Madras.

„ Madras to Calcutta.

To be performed, viz.:—

By Rail to Trieste.

„ Steamer from Trieste to Scanderoon.

„ Rail from Aleppo to Bagdad.

„ „ from Bagdad to Basra.

„ Steamer from Basra to Kurrachee.

„ Rail from Bombay to Madras.

„ „ from Kurrachee to Bombay.

„ „ from Madras to Calcutta.

Time occupied about 16 to 18 days.

London.

1598 Trieste.

2498 1900 Scanderoon.

3278 2680 780 Basra.

4958 4360 2460 1680 Bombay.

5558 4960 3060 2280 600 Madras.

6293 5800 3900 3120 1440 840 Calcutta.

A company has been lately established at Bombay to run steamers up the Euphrates river within 200 miles of Seleucia, but no boats have yet plied on this route.

THE ELECTRIC TELEGRAPH IN INDIA.

That in operation extends from Calcutta to Madras and Bombay, which is being carried on to Kurrachee in Scinde, thence to Aden, Rus Shurmah, Island of

Moseir and Rusel Hadd, Island of Karaman, Jedda, Cosseir, Suez, Alexandria, Cape Helles, Constantinople, Varna, Vienna to London, and from Bombay it is intended to extend in two separate branches, viz., the northern to Agra, thence to Lahore and Peshawur, near to Cabul and Cashmere, and from Agra to Benares, and at Calcutta to unite with the southern branch, which, extending from Bombay will pass through Bangalore and Madras; from Calcutta along the north-east coast of the Gulf of Bengal, the Peninsula of Malacca, the Sunda Islands, and across to the north of Australia, and extend along the east coast to Adelaide; and it is also in contemplation to extend it from Kurrachee along the coast of Beloochistan, through the borders of Persia by the Persian Gulf, along the banks of the Euphrates [This telegraph has now, August 1857, been commenced] to Aleppo, Antioch, Tarsus, and thence to Scutari; and also to construct a Submarine Telegraph from Madras to Jaffra, thence to Point de Galle (Ceylon), by which means European intelligence would reach Calcutta 7 days before the mails arrive in Hooghly river; also from Nurzapore to Bellary, thence to Point de Galle, which will connect Ceylon with Calcutta; and another line from Lahore to Kurrachee. Another proposed Telegraph Company has been started by the East India and China Submarine Telegraph Company.

From Alexandria to Suez, *via* the Egyptian Telegraph.

„ Suez (Submarine) under the Red Sea to Aden, having stations at Kosseir, Jeddah, and the Cumaran Island.

„ Aden along the south coast of Arabia to Rus Shurmah, the Koorla Moorla Islands. (New Guano trade now ceded to England), and the Cape of Rus-el-had, in the Imaum of Muscat's territory.

From Rus-el-had, across the Arabian Sea to Kurrachee, and thence join the Indian Government Telegraph. The distance from Suez to Kurrachee, *via* this route, is 3,500 miles, which is to be divided into eight sections of 500 miles.

This line must, upon mature consideration, be viewed as the easiest, most secure, and far preferable to that *via* the Euphrates. The present disorganised state of the Indian empire renders it absolutely imperative that a direct communication should be opened between it and England as soon as practicable.

RAILWAYS IN PROGRESS IN INDIA.

	MILES.
Calcutta to Delhi, with its branches	1,400
Madras to West Coast at Beypore	430
Madras <i>via</i> Cuddapah and Bellary to meet the Bombay Lines at the Kristna River ..	310
Bombay and Callian, and its extensions	33
North Eastern to Jubbulpore, to meet the line from Mirzapore, and branch to Oomrawuttee	818
South Eastern <i>via</i> Poonah and Sholapore, to the Kristna River to meet the Madras Line	357
From Kurrachee to a point on the Indus near Kotree	120
From Surat to Baroda, Broach & Ahmedabad	160

Miles 3,628

Cuddapah to Bellary progressing.

Mooltan to Lahore and Umritsur, 230 miles. Steamers on the Indus will connect it with the Scinde line, by which means Central Asia, the Punjab, and part of the North-West Provinces of India will obtain access to the Arabian Sea, *via* Kurrachee, which is proposed to be, notwithstanding the *formidable bar* at its entrance, the Indian Port of the Euphrates Valley Transit.

Calcutta and South Eastern Line.

From Calcutta to the Port on the Mutlah River, 26 miles, thence to Chittagong, Arracan, close to the Burmese territory.

Madras to Trivellum, Salem, Coimbatore, Bellary, Beypore, and the Malabar Coast progressing.

Raneegunge to Allahabad, thence to Delhi, progressing.

The line from Bombay to Poona, *via* the Bhore Ghaut and Kundalla, thence to Sholapore, with bridge over the Bheema and Seena rivers, to join the Madras Line at the Kristna river, with branches to Hyderabad, in the Deccan, and to Ahmednuggur between Poona and Indapoor, is in progress, as also is the line to Agra, *via* Meeahgonge, near Broach Nerbudda Valley, cross the Ghaut, near Bhopawur, Dhar, Melore (tunnel to the North), which is the depôt of the central trade, especially that of opium, the European manufactures consumed in Rajpootana and Central India, and has an immense passage traffic from Hindoostan to Mecca, Dwarka, Ooukar and Madhata, from thence a branch to Neemuch, Jeypore, Asinere, and Delhi, Ragoogurh,

Ashtu, Bhopal, Bhilsa, with branches to Oodeypore (where there are five sandstone quarries), and Saugor, in the province of which immense quantities of spices, salt, and European imports are consumed. Branches will also bring coal from Sonadeh, and iron ore from Chandgarh, Lulitpoor, Jhausi, the Antree Pass, Gwalior, thence to Agra (874½ miles), from whence there is also a line being constructed to Surat (694½ miles.)

The lines, viz.:—From Cawnpore to Agra, Muttra to Delhi, Meerut to Lahore, Raneegunge to Rajmahal on the Ganges, as far as the river Onore, Surat to Baroda, Baroda to Ahmedabad, Kurrachee to Hyderabad (Scinde), are all progressing.

THE PUNJAUB RAILWAY,

OR EXTENSION OF THE SCINDE LINE, will commence at Mooltan, and proceed to Lahore and Umritsur.

The line will be about 230 miles in length, and will be connected with the Scinde Railway by an improved system of Steam Navigation between Hyderabad (the upper terminus of the Scinde Railway, and Mooltan) and will place Lahore, Umritsur, and other important towns, in communication with Kurrachee, the natural port of Scinde, the Punjab, and neighbouring territories.

"Lahore, situated on the Ravee, is the capital of the Punjab, and the seat of its political administration. The town is very extensive, and carries on a brisk internal trade. The civil station of Anarkullee, and the large military station of Meean Meer, are likewise attached to it. Umritsur, the commercial capital of the Punjab, distant 36 miles, is at least equal if not superior to Delhi in population and wealth. The intervening country is level, and without even a nullah ("mountain stream") of any size, and an intercourse of so great an extent is maintained between them, that the road is literally thronged day and night with every description of wheeled vehicles, horses, camels, &c., and foot passengers; in short, more resembling the street of a town than a mere communication between two cities so far apart. Umritsur is the grand entrepôt of the Company's Sutlej states—the rich and mountainous region eastward to Kote Kongra—the horses, fruits, and woollens of Cabul and Bokhara—the shawls and produce of Cashmere, Yarkhand, and the mountainous country towards the north-east—in fact, the produce of

the whole Punjab and the countries encircling it are here concentrated. Mooltan is a large town and military station on the Sutlej or Ghara, so termed after its conjunction with the Beas. It is quickly becoming an important emporium, for it is the connecting link to the trade of Northern with South-western India, or rather Bombay and Europe. Kurrachee, situated at the mouth of the Indus, is fast advancing into prosperity and into notice as a seaport.

MODES OF TRAVELLING IN INDIA. IRON STEAMERS

Are used on the rivers Ganges, Jumna, Indus, Hooghly, in crossing from Bombay to Panwell, and trading coastways to Surat, Cambay, Kurrachee, Calicut, Cochin, Goa; and the Peninsular and Oriental Company's vessels ply between Ceylon, Singapore, Madras, Calcutta, Hong Kong, Mauritius, and Shanghai; also the Dutch Government Steamers from Singapore to Batavia—the Spanish Government Steamers from that port to Manilla, and the Honourable East India Company's Vessels from Singapore to Borneo. The traveller will find excellent accommodation and a liberal table in them all, at moderate fares.

ACCOMMODATION FLATS

Are tugged by small iron steamers on the rivers Ganges and Jumna; and if the traveller intend or be obliged to avail himself of this mode of conveyance, he will do well to provide himself with every requirement in the way of eatables and drinkables, and must have a small staff of servants with him, such as his butler, valet, and cook.

BUDGEROWS, PINNACES, BHOLIOS,

Are generally of about 40 to 90 tons burthen, and manned with a crew of ten men, besides the chief or steersman. This mode of travelling can be made very agreeable, provided that due precaution is taken to have the vessel selected accompanied by a small boat (paushway), in which all the cooking should be carried on, for the effluvia from that operation is excessively offensive, and at times unbearable, if any part of the budgerow is appropriated to that purpose. It is indispensably necessary that the traveller should take with him his butler, valet, cook, under cook, and a hamall, as well as a complete camp equipage, an entire supply of all kinds of condiments that may be required for the journey,

whether eatables or drinkables, as only poultry, milk, butter, rice, and firewood can be obtained at the villages on the banks of the river. Voyages of from 1,200 to 1,500 miles into the interior can be made in these conveyances, which generally occupy from three to four months, which time may be very pleasantly occupied, as the banks of the different rivers abound in beautiful scenery; and here and there very good shooting may be had, plentiful covies of floriken, bustards, pea-fowl, white and golden pheasants, quails, pigeons, tent, wild ducks, geese, snipe, ortolans, and plovers, being always near at hand, which will enable the traveller to beguile his time away, when the wind is foul, or he becomes weary of the monotony of the voyage. The rate of travelling by these boats is far cheaper than by steamers.

DAWK

Travelling is much resorted to, as it is a sure and rapid means of conveyance. The palanquin has been minutely described in page 152, as well as this mode of transit. It will, therefore, only be necessary to state that the traveller's baggage must accompany him, securely fastened in tin boxes covered over with waterproof cases, and slung across the bungy wallah's shoulders. Stoppages can be made, *ad libitum*, at the travellers' bungalows (buildings which the Indian Government has had constructed on the most healthy and picturesque sites, along the different routes), since there are no such places as inns or hotels to be found in the interior of this vast empire, except at the large cities. The meals procured here only consist of a curried fowl and rice, except the traveller has packed up a choice selection of eatables and drinkables, which he is advised to do, and a supply of which should be stowed away in his palkee. He can refresh himself with a bath, change of linen, and a siesta at these places, for which he pays 1 rupee (2s.) per day, and cannot remain longer at each than two days, unless detained through sickness. This regulation is very good, inasmuch as it enables all travellers to receive some accommodation. If the bungalow is not full, then he will be allowed to remain longer. A medical man is always in the immediate vicinity of these spots, which have been chosen as the most interesting and elevated sites on which bungalows could have been erected. The traveller, however, must bear in mind that, in conformity with the regulations of the

Postmaster Generals of each of the Presidencies, he will be obliged to deposit a certain sum prior to starting, in order to defray the cost of keeping bearers waiting for his accommodation on the line, should he not proceed at the rate he at first arranged to be conveyed to his destination. This mode of transit is carried on by night and day; and although the torch borne by the Mussalchee, who runs by his side, generally scares away all wild animals, still, he should not venture on a journey without having his *Minié* well loaded and at hand.

HORSE DAWKS.

There is only one as yet established, and that is from Calcutta to Delhi, and which may not inappropriately be termed a "Palanquin on wheels."

HORSEBACK

Travelling is unavoidable to places where dawks, steamers, or budgerows cannot proceed, and then the traveller must be accompanied by his tent, servants, provisions, and baggage. If this mode of transit is adopted, the journey must be commenced, daily, at 5 in the morning, 20 miles should be traversed ere the sun has risen high, for then the heat becomes unbearable, and the traveller ought to arrive at his resting place at 8 a.m. at the latest; his tent should be sent on before him with orders to have it pitched in a mango grove, and breakfast ready by that time. He *must* himself personally attend to see his instructions carried out as regards the cleaning, feeding, watering, and bedding up of his steed, or else that poor animal will be left uncared for. He should not omit to take with him a few shoe nails and an extra pair of horse shoes, as well as a little bran to give his horse mashes. The tent should be taken up early, and sent on to the next place of rendezvous.

CAMEL OR ELEPHANT

Travelling should not be adopted if possible, as it is both fatiguing and painful.

BUGGEE

Travelling can sometimes be employed, but then the roads must be tolerably good.

COACH

Travelling is employed from Panwell (two hours' sail per Steam Boat, from Bombay) up the Ghauts, from Bombay to Tannah, Mahabuleshwar, and Poonah.

RAILWAY

Travelling has now commenced from Bombay to Byculla, Mahim Road, Corla, Bhandoop, Taunah, Perseek, Callian, (from thence a branch will proceed to Surat), Titwalla, Wassind, Budlapoor, Narel, Campoollee, distance 71 miles, and its extension is rapidly progressing to Julgaum (foot of the Bhore Ghaut), Kandeish, thence across the Taptee river, where a branch will proceed to Nusseerabad and Nagpore, with another to Oomrawuttee, through the fertile Province of Berar, to Asseerghur Pass, the Satpoora Hills, Nerbudda Valley, (the river of which passes 20 miles below on to Jubbulpore), ascend the Khymore Range, near Rewah, into the valley of the Ganges at Hutta, 75 miles from Mirzapore, where there will be a branch to Munmar. The line from Calcutta proceeds to Bally Connagur, Serampore, Budasore, Chandernagore, Hooghly, Mugra, Pundooah, Memaree, Burdwan, Bahullah Road, Khury Nullah, Mancoor, Paneghur, Banscopah, Tumlah Nullah, Undal, Raneegunge, distance 121 miles, within 10 miles of which are the iron fields at Burrool; this line was interrupted by the Santal rebellion, but it is now progressing towards Allahabad and Delhi. The line from Madras is open to Arcot (70 miles), and is being extended. The line from Allahabad to Futtehpore is also open, and its extension progressing rapidly.

The direct railway to India will proceed from the port of Seleucia, *via* Antioch, Aleppo, Jaber Castle on the Euphrates, thence to Bagdad and Bussorah on the Persian Gulf, be connected with Kurrachee by steamers, and thence per rail to Bombay, Madras, and Calcutta.

PUBLIC WORKS IN PROGRESS IN INDIA.

Great Ganges Canal, Old Jumna Canal, Great Baree Doab Canal in the Punjab, Great Peshawur Road in the Punjab, Secondary Roads in the Punjab, Branch Road from Trunk Road through Gyah to Patna, Damoodah Embankment, Canal from Salt Water Lake to the Hooghly, Chittagong and Arracan Road, Road across the hills to the sea coast, Godavery Annicut Irrigation System, Kristna Annicut Irrigation System, Madras Coast Harbours and the internal water communication, Great Roads in Bombay, Roads in Scinde, one on either side of the Indus.

Electric Telegraph to India and Pegu, 3,500 miles of telegraph. Water Works at Bombay. Improved system of Drainage throughout the Cities of Bombay, Madras, and Calcutta, as well as the lighting those places with gas, which latter will be carried on by a private company.

CEYLON.

The Electric Telegraph between Ceylon and Manar is being thus constructed:—

Manar to Kandy.....	120 miles.
Kandy to Colombo.....	72 "
Colombo to Point de Galle	72 "
Total.....	264 "

RAILWAYS (in progress).

From Colombo to Kandy, *via* Parnepettia, 79 miles, viz.:—Colombo to Maha Dya, 50 miles; Colombo, *via* Gordon's Bridge, Wallapolla (Hindoo Temple), Mahavilla, to Kandy, 79 miles, Travellers proceeding to the other Presidencies or

China perform a Sea Voyage (12 days from Aden to Point de Galle, Ceylon).

Nothing interesting is to be met with in this route, a few vessels are occasionally spoken with, and the return mail is often passed and boarded, so that passengers should, if desirous of sending letters to England have them ready to seal up as soon as that steamer is signalled as being in sight, when a bag is made up and sent on board. This remark is applicable to all sea voyages. As the island of Ceylon is approached the land near the sea is very flat, and the mountains of the interior are seen looming in the distance, with groves of Palmyra palms, Areca and Cocoa Nut trees, the latter of which fringe the shores; and we then arrive at

POINT DE GALLE

(The Southern Port of Ceylon.)

Population, 100,000.

Hotels.—British and others. **Tariff**—the same, as at Bombay. **BANK.**—Oriental, see page 188.

SKELETON OF ROUTE No. 3.

ADEN TO CEYLON, MADRAS, AND CALCUTTA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure so as to proceed by the Mails which leave Marseilles on the 11th & 2 th	Length of Journey from Station to Station.			Length of Stoppage at Station.			Total Time of Journey.			Time Table.		Fares.		Extra Expenses.			Total Expenditure.												
				D.	H.	M.	D.	H.	M.	D.	H.	M.	Dep.	Arr.	1st class.	2nd class.	Hotel.	Incidental	1st class.	2nd class.												
3579½	Aden*..	Pkt	11th, 27th	12	21	0	4	20	0	17	11	0	p.m.	a.m.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.												
2134	Ceylon..	..	6th, 22nd	12	0	0	..	..	..	12	0	0	4	..	69	0	55	0	7	4	10	0	80	8	11	66	8	9				
		..		..	..	..	1	0	0	1	0	0	..	10	25	0	25	0	0	1	0	0	..	..	6	26	11	6				
6013½	Ceylon..	..	Days	24	21	0	5	20	0	30	11	0	a.m.	..	94	0	80	0	7	7	18	2	5	1	6	107	0	5	93	0	3	
545	Madras..	..	6th, 22nd	4	0	0	0	0	0	4	0	0	10	..	10	0	None.	0	0	1	0	0	..	..	6	11	11	6	11	11	6	
		..	10th, 26th	..	..	..	1	0	0	1	0	0	..	9	..	..	10	0	0	1	0	0	..	..	6	11	11	6	11	11	6	
6558½	Madras.	..	Days	28	21	0	6	20	0	35	11	0	..	..	104	0	90	0	7	8	18	2	5	13	0	118	11	11	104	11	9	
770	Calcutta	..	10th, 26th	3	0	0	1	0	0	4	0	0	8	..	10	0	None.	0	0	1	0	0	1	0	0	11	10	0	11	10	0	
		..	13th, 29th	..	..	..	..	..	..	..	..	..	..	10	..	..	10	0	0	..	..	..	..	..	..	..	..	..	..	..	..	
7328½		..	Days	31	2	0	7	20	0	40	11	0	..	..	124	0	9	100	0	7	9	18	2	6	3	0	130	1	11	126	1	9

* London to Aden, via Route No. 2, page 112.

Luggage allowed Free from Aden to Ceylon—First Class, 33½lbs.; Second Class, 168lbs.; overweight, £2 per cwt.

The Peninsular and Oriental Company do not book *second class* passengers any further than Alexandria; such travellers are, however, conveyed to Suez by the Egyptian Railway Co.—consequently, from Suez they must take *first class passage*, or proceed as European Servants to the Presidencies.

The Homeward Bound Traveller must reverse the Route, &c.

ROUTE No. 3.

London to Aden, *see* Routes Nos. 1 and 2, pages 69 and 112.

Magistrates' Court, Dutch Churches, Roman Catholic, Protestant and Portuguese Churches, the Baptist and Wesleyan Chapels, &c.

TELEGRAPH not in contemplation to connect Jaffra on the Coromandel will place it in direct communication with Bombay, and Calcutta.

PRICE OF SPECIES principal currency as well as the Rupee are also current.

HIRE OF CONVEYANCE

Monsoons (Rainy) June, end about September.

THERMOMETER — range, 120°.

STEAM PACKETS.

Compagny's Steam Vessels forward mails on the 5th, 10th, 15th, 20th, 25th, and 30th thence sail for Calcutta, Hong Kong, Amoy, Singapore for China embassies, and Oriental Companies at this port from Bombay, Aden, Suez, Alexandria, Malta, and Southampton 3rd, 17th, and 21st of each month *via* this place and St. Malo, 45 only.

Royal Mail Steamers 14th, *en route* to Melbourne here homeward bound.

MOST REMARKABLE Fort (1 mile in circumference) Chapel, Mahomedan Mosque, Esplanade, Casernes, Barracks, &c.

NEWSPAPERS.—The French and English papers on the 1st and 15th.

MOST INTERESTING

interior of the Island of Colombo (capital) near its glacis, exterior, island in the town (Pettah), Government House, English Consulate, Hospital, Museum, C

to the native Light House, but is frequently happens that they and their crews are capsized and sometimes lost. The Catamaran (the Jungada of the Brazilians), is much used to communicate with the vessels when those boats cannot brave the surf.

MADRAS

(Coromandel Coast), first British settlement in India, 1639.

Population, 400,000.

Hotels.—The British, &c. (all of them very bad indeed). **Tariff**—the same as at Bombay.

Club.—This institution, which is admirably conducted, has superseded the necessity of hotels; here board and residence can be had on very moderate terms; and it contains accommodation for a great number of persons.

Price of Specie.—Sovereigns worth Rupees 10½.

Bank Notes worth Rupees 10 per £1.

Monsoons (rainy season) commence about July, and end about December. Hottest months, May and June; coolest months, January and February.

Thermometer.—Lowest range, 75°; highest range, 140°.

Office Hours.—10 a.m. to 4 p.m.

Electric Telegraph to Bombay, Calcutta, &c.

Newspapers.—*Morning Chronicle*, and numerous daily journals.

Railways.—To Arcot, 70 miles; Vellore, 11 miles—total distance open 81 miles: from thence to Goriattam (19 miles) is progressing, and will be opened shortly.

Travelling Conveyances.—By dawk (in a palanquin borne by four natives, accompanied with a relay of four men, who relieve each other at intervals). If a traveller wishes to proceed into the interior by this mode of conveyance, he must give the Postmaster General of the Presidency notice of his intention, and orders will then be forwarded to all the officials on the line of route to have bearers in attendance. The expenses of the journey, together with an additional sum to cover any extra charges that may occur, must be placed in the hands of that functionary, to prevent any delay on the part of the traveller in not pursuing his route as previously indicated. This mode of travelling is performed by night and day. A guide at night, with a lighted torch, runs by the side of the palkee to guard the traveller from the attacks of wild beasts, and to show the bearers the route. He feeds his torch with oil from a leathern bottle slung at his side. By Budgerow, a boat of about 50 to 70 tons burthen. It has a decked cabin, which is sub-divided into three rooms. As voyages of 1,000 miles are performed by these vessels, the traveller must not only take

with him a set of servants, but also a store of all eatables and drinkables; only butter, milk, rice, fowls, firewood, and water being obtained at the villages he may pass on the river. See pages 184 and 190.

Sailing Vessels constantly to China, United States, Australia, &c.

Banks.—Agra, Oriental.

Steam Packets.—The Peninsular and Oriental steamers, with the mails, arrive here on the 10th and 26th of every month, and then sail for Calcutta. Those homeward bound arrive from Calcutta on the 13th and 28th of every month, and then sail for Ceylon, Aden, Suez, Alexandria, Malta, Marseilles, Gibraltar, and Southampton.

Sanatorium.—Should the traveller suffer from sickness, the Neilgherry Hills can be reached in less than seven days. The principal station is called Ootacamund, at which the temperature is about 56°. Sir Francis Head's account of these hills should be perused.

Hire of Conveyances.—Tariff the same as at Bombay.

Buggies ply about like cabs in London, Rupee ½ per turn.

Overland Mails are made up daily to Bombay, Calcutta, and the interior of the country, and are dispatched from the General Post Office.

Library.—Messrs. Pharaoh, Franck, and Co.

Most Remarkable Objects, viz.:—Supreme Court, Government House (its banqueting room), Madras Club (handsome building), the College, Medical College, Statues of Sir Thomas Munro and the Marquis of Cornwallis, Ice House, Custom House, Orphan Asylum, Charity and Free Schools, Moneygar Choultry, the Churches, Barracks, philanthropic, masonic, and temperance institutions, Fort St. George, Post Office, Railway Terminus, &c.

Most Interesting Objects in the Vicinity.—St. Thomas' Mount, the villas of the native and European merchants and officials, situated in large compounds and handsome gardens.

Hints.—The traveller must not feel timid at the manner in which the landing is effected at this place, as the boats are generally well manned, and fatal accidents have hardly ever been known to happen. He will act wisely to wear spectacles on his first arrival, as, owing to the absence of all shade, and the pale yellow cast of the houses, the glare of the scorching sun is peculiarly detrimental to the sight. If he intends to remain at this Presiden

sooner he fixes upon a bungalow and removes to it the better. At all events, he will find good accommodation, at moderate charges, at the Club House.

AMUSEMENTS.—Theatre, Concerts, Nautches, Native Marriage Processions, at times extremely grand and magnificent, the Industrial Exhibition, &c.

CURRENCY.—Accounts here are kept in cash, fanams, rupees, and star pagodas, viz.:—80 cash make 1 fanam; 12 fanams make 1 rupee; $3\frac{1}{2}$ rupees make 1 star pagoda; 42 to 46 fanams make 1 star pagoda.

Travellers proceeding to Calcutta perform a sea voyage (3 days from Madras to Calcutta). Nothing whatever of interest is passed except a few native boats, and occasionally a homeward bound steamer. About 100 miles distant from Calcutta the vessel enters the Hooghly river. The view which bursts upon the traveller's eye is beautiful in the extreme. The scenery on both sides of the river is that of a perfect paradise, for there appears an eternal verdure, whether it is approached in the hot or in the rainy season. In many places the banks of this majestic stream are so high that the sharp angles of the river very closely resemble promontories. The beauty of the foliage which waves over the wooded heights must be viewed to be appreciated. Here are to be seen the bamboo flinging its long branches down as gracefully as the willow, the magnolia, which is so common in the immediate vicinity of Calcutta, the babool, whose flower is tufted of a golden colour, and which emits so powerful and delicious a scent that the air seems at times entirely impregnated with its fragrant perfume. So rich and well-wooded are the banks of this river that the City of Palaces (the capital of British India, as Calcutta is termed) is entirely shaded from the sight, until the steamer approaches close to its anchorage, and then the view of the town is splendid and magnificent in the extreme.

CALCUTTA

(On the river Hooghly, belonging to the English since 1668; so called from Kali, "a goddess," and Cuttah, a "temple").

Population, about 600,000.

HOTELS.—Many very large and commodious. Tariff as at Bombay.

Here conveyances of every description are to be obtained at the Bombay tariffs. Buggies—Rupees $\frac{1}{2}$ per turn.

MONSOONS (rainy season) commence in June and end about October; hottest month, May; coolest month, January.

Clothing to be worn—as at Bombay.

Thermometer—Lowest range, 52° , highest range, 140° .

Price of Specie—Sovereigns, Rupees $10\frac{1}{4}$ each; bank notes, Rupees 10 per £.

Office hours from 10 a.m. to 4 p.m.

RAILWAYS to Bally, Connagur, Serampore, Buda-sore, Chandernagore, Hooghly, Mugra, Pundooah, Memaree, Burdwan, Bahullah Road, Khury Nullah, Mancoor, Paneghur, Banscopa, Tumla Nullah, Undal, Raneegunge, trains several times daily.

Electric telegraph to Bombay, Madras, Kedjeree, and the principal towns in India. Overland Mails are made-up at Post Office to Bombay and Madras, daily—time of transit 8 days in going, conveyed by runners who carry the packets, running at full speed from station to station, situate 9 miles distant from each other, at which places fresh relays of men are constantly in readiness to proceed with the bags. A special post for the conveyance of letters and newspapers to England by the Bombay Mails of the 9th and 24th, leaves Calcutta on the 1st and 16th of every month.

TRAVELLING CONVEYANCES.—Dawks, budgerow, boats, river steamers, horse dawk between this place and Delhi. On horseback—this mode must be adopted where a dawk has not been established, and when so journeying the traveller should rise at 5 a.m., and after taking a cup of coffee and a crust, mount his nag, travel about 20 miles, taking care to send his servants on before him with his tent and baggage, and as soon as the sun is well up in the horizon his tent should be pitched in a shady grove. His breakfast should then be eaten as soon as possible, care being taken to see that the gorra-wallah has well-groomed and picketed his horse. He should retire early to rest, so that the tent may be taken down and forwarded to another appointed stage. All provisions should be taken for the journey on first leaving the town.

NEWSPAPERS.—*Friend of India*, *Hurkaru*, *Englishman*, *Eastern Star*, *Mofussilite Gazette*, daily journals, and the English newspapers, on the arrival of every mail, can easily be procured of all booksellers.

Sailing Vessels are constantly arriving from and departing for almost every quarter of the globe.

STEAM PACKETS.—The Honourable East India Company's Vessels of War on cruises and to various parts of the coast. Peninsular and Oriental Company's Steamers arrive on the 1st and 16th of every month with the English mails, and depart with the homeward-bound Mails for Madras, Ceylon, Singapore, Penang, Hong Kong, Amoy, Shanghai, Manilla, Aden, Suez, Alexandria, Malta, Marseilles, Gibraltar, and Southampton on the 10th & 24th of every month.

TELEGRAPH.—To Bombay, Madras, and Calcutta, via Kedjeree.

STEAM PACKETS.—The Peninsular and Oriental Company's steamers, *en route* for Suez, with the Calcutta Mails, call here on the 10th and 24th for the latest Telegraphic intelligence from the seats of all the Presidencies. Lat. $21^{\circ} 53'$ Long 88° .

Distance from Calcutta, 40 miles S.W. territory, Hoogly district seaport.

Here large vessels could formerly anchor in seven fathoms of water, but a sand-bank has now choked up the channel, so that it is only $2\frac{1}{2}$ fathoms deep. This was the first of the Indian Telegraph Section completed.

MOST REMARKABLE OBJECTS, viz.:—Landing Places (or Gauts), Government House, Churches, Public Offices, Suspension Bridge (over a rivulet which encircles the town), Fort William, Column to the memory of Sir David Ochterlony, Post Office, Secretariate, Botanical Gardens (on the left bank of the river), Bishop's College, Library, Chapel, Maidan (an extensive plain), Aqueduct, Town Hall (a beautiful building), The Sudder Dewanee Adawlut (principal Court of Justice), Racket Court, Gaol, Hospital, Bengal Club, Bazaars, Adjutant and Quarter Master General's Offices, Metcalfe Hall, Writer's Buildings, Mint, Tanks, especially the Loll Diggie, Asiatic, Agricultural, and Masonic Societies, Horse Bazaar, Dog's Hospital, Dock Yards, Coal Depôts, Bank of Bengal, Jesuits' College, Theatre, Medical College, The Mahomedan (Madrissa) College, Hotels, Shops equal in size and splendour of appearance to any in Bond or Regent Street, Roman Catholic, Protestant, and Scottish Churches, Mahomedan and Hindoo Mosques and Pagodas, Private Houses of magnificent appearance, Railway Terminus, &c.

MOST INTERESTING PLACES AND OBJECTS IN THE VICINITY, viz.:—Banks of the Ganges, Artillery Barracks at Dum Dum (distant 12 miles), Barrackpore Cantonment (distant 16 miles), where there is a residence for the Governor General. Here some of

the Bengal native troops mutinied in 1857; several regiments were disarmed; and a large European force is now permanently quartered here. Small Hindoo Temples called Mhuts (rather larger than beehives, and resembling them in shape), near the various Gauts (or wide flights of steps on the banks of the river); Barracks, containing 5 or 6 regiments.

SERAMPORE

(Opposite to Barrackpore), which is considered the finest town in British India, and is the station of the missionaries of Bengal. The College, with its beautiful pinnacles, the castellated houses of the native residents, and their luxuriant and tastefully arranged gardens.

SANATORIUM, viz.:—Darjeling Mountain belonging to the Sinchul range. This temperate climate can be reached easily in four days; it is 7,300 feet above the level of the sea—thermometer, 55° .

AMUSEMENTS, viz.:—Theatre Concerts, Nautches, Jackall, Wild Buffalo, Boar, and Tiger Hunting, (the Calcutta Hunt keep a good pack of dogs here), Cheeta (Leopard) and Antelope coursing, Deer Stalking and Bustard Shooting, Horse Racing, Yachting, &c.

NATIVE FESTIVALS—Most of which are conducted with such pomp and ceremony that all travellers should witness them, viz.:

- The Dusserah (takes place about the end of September), a Hindoo festival which occupies four or five days. The Churuk Poojah, a Hindoo festival, which lasts four days. The Ruth Jatra (the airing of the images), when the Juggernaut's car is drawn by thousands of coolies. The Mohurram (Mahomedan festival) which occupies eight days, and is celebrated with great pomp and splendour. The Buckra Eade or Goat Sacrifice (Mahomedan festival). The Bhearer (Mahomedan festival). The scene exhibited on the banks of the Ganges on the evening of its celebration is truly magnificent.

Not far distant in lat. $6^{\circ} 40'$, and $9^{\circ} 20'$, and long. $93^{\circ} 3'$, and $94^{\circ} 13'$, lies the Nicobar or Audain, an island admirably adapted for a penal settlement, to which it is thought the rebel Sepoys will ultimately be sent.

CURRENCY.—Accounts are kept here in current pice, current annas, current rupees, and sicca rupees, thus:—12 current pice make 1 current anna; 16 current annas make 1 current rupee; $1\frac{1}{2}$ current rupee make 1 sicca rupee.

BANKS.—Bengal, Agra, and Oriental.

CALCUTTA RAILWAY.

Miles from Howrah.	Intermediate Distances.	UP FROM CALCUTTA.	WEEK DAYS.		FARES FROM HOWRAH TO RANEEGUNGE.														
			Morning Train.	Evening Train.	SINGLE JOURNEY.						DOUBLE JOURNEY.								
					1st class.			2nd class.			3rd class.			1st class.			2nd class.		
					Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
—	—	HOWRAH dep.	9 0	5 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	6	Bally arr.	9 20	5 50	0	10	0	0	5	0	0	2	6	0	14	0	0	7	0
9	3	Connagur*.....	...	...	0	12	0	0	6	0	0	3	0	1	0	0	0	8	0
12	3	Serampore.....	9 40	6 10	1	2	0	0	9	0	0	4	0	1	8	0	0	12	0
16	4	Budasore*.....	...	...	1	8	0	0	12	0	0	4	6	2	0	0	1	0	0
20	4	Chandernagore.....	10 6	6 36	1	14	0	0	15	0	0	5	0	2	8	0	1	4	0
24	4	Hooghly.....	10 22	6 52	2	4	0	1	2	0	0	6	0	3	0	0	1	8	0
29	5	Mugra.....	10 41	7 11	2	12	0	1	6	0	0	8	0	3	10	0	1	13	0
38	9	Pundooah.....	11 10	7 42	3	10	0	1	13	0	0	10	0	4	12	0	2	6	0
51	13	Memaree.....	11 50	...	4	12	0	2	6	0	0	13	0	...	...	...	...	...	...
66	15	BURDWAN{ arr. 12 40	12 40	This Train will run to Pundooah only.	6	0	0	3	0	0	1	0	0	...	...	...	...	...	...
75	9	Junction*{ dep. 1 50	1 50		7	0	0	3	8	0	1	3	0	...	...	...	...	...	...
81	6	Bahullah Road*.....	...		7	10	0	3	13	0	1	4	6	...	...	...	...	...	...
87	6	Khury Nullah.....	2 50		8	4	0	4	2	0	1	6	0	...	...	...	...	...	...
90	3	Mancoor.....	3 0		8	6	0	4	3	0	1	6	6	...	...	...	...	...	...
97	7	Paneghur.....	3 23		9	0	0	4	8	0	1	8	0	...	...	...	...	...	...
103	6	Banscopa*.....	...		9	10	0	4	13	0	1	10	0	...	...	...	...	...	...
108	5	Tumla Nullah*.....	3 56		10	0	0	5	0	0	1	11	0	...	...	...	...	...	...
115	7	Undal*.....	...		10	12	0	5	6	0	1	12	6	...	...	...	...	...	...
121	6	RANEEGUNGE.....	4 42		11	4	0	5	10	0	1	14	0	...	...	...	...	...	...

On Oct. 1st, and afterwards until further notice, the Trains will arrive at, and depart from, the several Stations at the hours named in the Tables, and the Booking Offices will be closed punctually at those hours, after which no person will be admitted.

Passengers to insure being booked, should be at the Station where they intend to join a Train, at least ten minutes before the time stated in the Table.

The Trains will not stop at the Stations marked thus * until further notice.

Miles from Raneegunge	Intermediate Distances.	DOWN TO CALCUTTA.	WEEK DAYS.		FARES FROM RANEEGUNGE TO HOWRAH.													
			Morning Train.	Morning Train.	SINGLE JOURNEY.						DOUBLE JOURNEY.							
					1st class		2nd class		3rd class		1st class		2nd class					
					Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.				
—	—	RANEEGUNGE dep	9 10	This Train will start from Pundooah.	...	...	...	...	...	...	...	...	...	...	...	...		
6	6	Undal*.....arr.	...		0	10	0	0	5	0	0	2	6	...	...	...	...	
13	7	Tumla Nullah*.....	9 51		1	4	0	0	10	0	0	4	0	...	...	...	...	
18	5	Banscopa*.....	...		1	10	0	0	13	0	0	5	0	...	...	...	...	
24	6	Paneghur.....	10 24		2	4	0	1	2	0	0	6	0	...	...	...	...	
31	7	Mancoor.....	10 47		2	14	0	1	7	0	0	7	6	...	...	...	...	
34	3	Khury Nullah.....	10 57		3	0	0	1	8	0	0	8	0	...	...	...	...	
40	6	Bahullah Road*.....	...		3	10	0	1	13	0	0	9	6	...	...	...	...	
46	6	Junction*.....	...		4	4	0	2	2	0	0	11	0	...	...	...	...	
55	9	BURDWAN.....{ arr.	12 2		5	4	0	2	10	0	0	14	0	...	...	...	...	
70	15	Memaree.....{ dep	1 5		6	8	0	3	4	0	1	1	0	...	...	...	...	
83	13	Pundooah.....arr.	1 50		7	10	0	3	13	0	1	4	0	...	...	...	...	
92	9	Mugra.....	2 30	dep. 6 50	8	8	0	4	4	0	1	6	0	1	2	0	0	9 0
97	5	Hooghly.....	2 59	arr. 7 20	9	0	0	4	8	0	1	8	0	2	0	0	1	0 0
101	4	Chandernagore.....	3 17	" 7 39	9	6	0	4	11	0	1	9	0	2	4	0	1	2 0
105	4	Budasore*.....	3 33	" 7 55	9	12	0	4	14	0	1	10	0	2	12	0	1	6 0
109	4	Serampore.....	...	...	10	2	0	5	1	0	1	11	0	3	8	0	1	12 0
112	3	Connagur*.....	3 59	" 8 21	10	8	0	5	4	0	1	12	0	3	12	0	1	14 0
115	3	Bally.....	...	...	10	11	0	5	5	6	1	12	6	4	0	0	2	0 0
121	6	HOWRAH.....	4 20	" 8 41	11	4	0	5	10	0	1	14	0	4	12	0	2	6 0
			4 45	" 9 5														

The Evening Up Train from Howrah on Saturdays, will proceed as far as Burdwan, arriving there at 9 8 p.m., and at Mymaree, at 8 20 p.m.

Mondays will star

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Miles from
Howrah

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ABSTRACT OF THE BYE LAWS.

1. No Passenger will be allowed to take his seat in or upon any Carriage used on the Railway, without having paid his Fare.

2. Passengers, must show their Tickets to the Guard when required, and deliver them up to the persons authorised to receive them, before leaving the station.

3. Passengers not producing or delivering up their Tickets, will be required to pay the Fare from the place whence the Train originally started.

4. Passengers at the Road Stations will only be booked conditionally upon their being room in the Carriages.

5. Every person attempting to defraud the Company by, in any manner, endeavouring to evade the payment of his full Fare, is liable to a penalty of Fifty Rupees.

6. Any person attempting to get into or upon, or to quit any Carriage after the Train has been put in motion, is liable to a penalty of Twenty Rupees.

7. Any person smoking in a Carriage or Station, is liable to a penalty of Twenty Rupees; and if after being warned any person shall persist in smoking, he will be liable, in addition to the penalty of twenty Rupees, to removal from the premises, and to the forfeiture of his Fare.

8. Any person found intoxicated, committing a nuisance, or wilfully interfering with the comfort of other Passengers, or obstructing any Officer of the Company, in the discharge of his duty, is liable to a penalty of Twenty Rupees, removal from the premises, and forfeits his Fare.

9. Any Passenger wilfully damaging, or removing any Lamp, Number Plate, or any part of any Carriage, Wagon, Truck, or other property of the Railway Company, will be liable to a fine of Fifty Rupees.

10. No person, unless duly authorised, will be permitted to ride on the Engine or Tender, under a penalty of Twenty Rupees.

11. No Male person shall enter a Carriage or Waiting Room reserved for Females, under a penalty of One Hundred Rupees.

12. Trespassers on any part of the Railway subject to heavy penalties.

RULES.

FEEs.—No gratuities allowed.

PASSENGERS' LUGGAGE.—The Company will not be responsible for the safety of Luggage not booked and paid for, and all Luggage, except such as a small Carpet Bag or other article containing personal Baggage, which will not occupy more space than that under the seat of the Carriage taken by the owner of such article, to be charged at the rate of one anna per Maund for every 3 miles, as per Table on the back of the receipt, which will be given on payment of the same.

Trains do not yet run on Sundays. Notice of extra Trains, and alterations duly advertised.

PARCELS, not considered as Goods, are conveyed from one Station to another at the following rates, viz.: not exceeding 5 seers, charged 8 annas each, and all above 5 seers and not exceeding 25 seers, 16 annas each. Delivery of Parcels not undertaken.

GOODS.—Goods forwarded the morning of the day following that on which they were received; if intended to be forwarded the same day, they will be charged at the rate of Passenger's Luggage.

HORSES, CARRIAGES, and PALANQUINS are now conveyed by Railway, to and from the principal Stations, and must be at the Stations for loading one hour before the departure of the Train. For rates, &c, inquire at the Stations.

Dogs will be conveyed in the Guard's Van at the published rates, to be provided by the owner with collars, chains and muzzles.

REFRESHMENT ROOMS are opened at the principal Stations, where the public can be provided with refreshments at fixed rates of charges, viz:—Bed, 1 Rupee; Board and Lodging, 3 Rupees per day; Supper, 1 Rupee; Ditto, hot, 1½ Rupees; Breakfast 1 Rupee; Tiffin, hot, 1½; Ditto cold, ¾ Rupee; Ditto, sent out 1½ Rupees; Allsop's Pale Ale, per quart bottle, ¾ Rupee; Ditto, per pint bottle, 6 Annas; Ditto, C. Beer, per quart bottle, ¾ Rupee; Ditto, per pint bottle, 6 Annas; Bass's ditto per pint bottle, 6 Annas; Porter, per quart bottle, ¾ Rupee; Ditto per pint bottle, 6 Annas; Ditto, London bottled, per quart bottle, ¾ Rupee; Sherry, per quart bottle, 2 to 3 Rupees; Ditto, per pint bottle, 1 to 1½ Rupee; Port, per quart bottle, 2 to 3½ Rupees; Castillon Brandy, per quart bottle, 2½ Rupees; Ditto per glass, ¼ Rupee; Ditto, with Soda Water, ¼ Rupee; Ditto with Lemonade, ½ Rupee;

Soda Water, per bottle, 4 Annas; Lemonade Water, per bottle, 4 Annas.

The times shown on this Table, are those at which the Trains may be expected to arrive at and depart from the various Stations; but the company do not guarantee those times being kept under all circumstances.

Passengers cannot be re-booked at the intermediate Stations by the same Train in which they are travelling, and tickets are only available for the Train for which they are issued.

DOUBLE JOURNEY TICKETS are available only for the day on which they are issued.

CHILDREN under 12 months of age travel free, and Children under 8 years of age are charged half fare.

It is requested that any incivility or want of attention on the part of the Company's servants, or any other complaint that the public may have to make, may be reported to Mr. D. M. ROCHE, the Traffic Manager, at his Office.

HOWRAH STATION

REFRESHMENT ROOM,

Which is situated opposite to Chuttanutt, where the English established themselves in 1687, and in 1690 settled on the side opposite to the railway terminus. There in 1727 the shipping increased to 16,000 tons. Here is the Custom House (on the site of the Old Fort William), through which merchandise of the value of 20 millions of pounds sterling passes annually. Higher up is the Mint, established in 1829, at a cost of about £3,000. Above is the scorching Ghaut and the house of Chitpore, near which is an old temple, where the greater number of sacrifices used to be immolated in this Presidency, before it was under the British Government. Then appears the Church and the old Artillery ground. This town is rapidly rising, and bids fair to rival even Calcutta. We then pass Sulkea, which has been justly designated the Southwark of Calcutta. Also

BALLY,

With its iron bridge and piers of masonry, which is supported on 2,000 piles, at a cost of £6,500. Here is a ferry, which at one time yielded an annual profit of £300. To the right are the Sugar Works, Rum Distillery, depôt for Railway Materials, and Suspension Bridge, the latter constructed by Colonel Goodwyn. This place contains several thousands of Brahmins. At the tenth mile, the beautiful Capuaripa trees of Titighur are seen. Pass on to

CONNAGUR,

Which is remarkable for being extremely populous.

SERAMPORE

Which belonged to the Danes from 1755 to 1845 (90 years), when it was purchased from them for £120,000. In 1805 the church was erected, at a cost of £185. A Baptist mission was established here by Messrs. Carey, Ward, and Marshman (all of whom are buried here), it has circulated upwards of 100,000 copies of the Scriptures in sixteen different native languages. The College is a noble edifice, built at a cost of £15,000. Its roof and staircase are of iron; the Library contains 6,000 volumes of valuable works. The Botanical Gardens cover six acres. Here are Steam Paper Mills, Silk Manufactories, and a handsome Roman Catholic Chapel and Convent, and opposite on the other side is the Menagerie, Telegraph Station, and noble Park of Barrackpore. Both the Hotels are good, and the tariff is 4 Rupees per diem, or £2 (Rupees 20) per week.

Then Budeebaty is passed, celebrated as the seat of Native Doctors, and the surrounding country supplies Calcutta with vegetables. We now pass the Pulta Ghaut, close to the French territory, and reach Ghyretty, which is celebrated for its French Gardens and the magnificent seat of the Governor of Chandernagore; where there is a saloon 36 feet high, in which Lord Clive, Warren Hastings, and Sir William Jones were entertained with theatrical representations. Thence to

BHUDESKUR,

Which is a large commercial town lying between the railway and the river, celebrated as being the depôt and entrepôt of grain; here is an image to which in May the Hindoo women offer 100,000 Bilou leaves. And we soon reach

CHANDERNAGORE,

The French settlement, which extends 2 miles along the bank of the river, and 1½ miles inland. The railway station lies just beyond the French boundary. The mound and ditch, the only remains of its formidable fortifications, are to the north. Here are two good hotels. Tariff, the same as at Serampore. The old ruined Fort is situated 30 yards west of the river. The Burial Ground lies to the north. The Church built by the Italian Missionaries is on the banks of the river. In 1740, there were 4,000 brick houses here, and then, Calcutta was only a cluster

of mud huts. It surrendered to Admiral Watson on the 23rd March, 1757, after an obstinate resistance.

BIDERRA

The site of a battle in 1760, between the English and Dutch, in which the former were victorious. Also

CHINSURA,

Two miles south of Hooghly, which was ceded to the English by the Dutch, in exchange for Sumatra in 1826, after they had held it 150 years; here was a strong fort in 1687. The Church was built in 1768, at the Dutch Governor's sole expense; just beyond is the Hooghly College, founded by the French General Perron, who acquired a large fortune during the Mahratta war; it contains 600 pupils, and has a revenue of £5,000 per annum, left by a Mussulman; near it is the Scotch Church. The Hotel lies north of the College. Tariff, 5 Rupees, or 10s. per diem. The Barracks occupy the site of a fine Dutch Fort, which was pulled down in 1827. To the north of them lies the Armenian Church, and near it is the Dutch burial ground. We then arrive at the Telegraph Station of

HOOGHLY,

Which under Mahomedan rule was the great port of West Bengal. In 1540, the Portuguese erected a fort, which stood on the site of the collector's cutchery, opposite to which is the old church of Bandel, built in 1599—its steeple is seen from the line, and is celebrated for the festival of Novenna, held in November. Two miles south of the church lies the Iwambarra, a Mussulman edifice, which, on account of its magnificent interior, is well worth a visit. In 1640, the English established factories here for the purchase of saltpetre, and here the English chief and council (Job Charnock), the founder of Calcutta resided. In 1686, a battle was fought here, between the English and Moslem troops, the former being victorious. In 1742, it was sacked by the Portuguese. In 1757, it became the granary of Bengal. In 1758, it was cannonaded by the English. We then pass the

SATGAN BRIDGE,

Which, with its brick piers and superstructure, has a bold and striking appearance; it cost £2,500. Three centuries ago, the small stream over which it is placed was navigable for vessels of large burden, and then this miserable village was a noble city,

defended by a fort, the ruins of which are near the Trunk Road Bridge. Close to them are the remains of an old mosque, and in the grounds are to be seen some fine tombs of distinguished Moslem officers, who fell in the battle of Pundooah. Here, in the last century, the Dutch had their gardens (country seats), to which they walked out to dinner in the heat of the day. In 1566 it was a large trading city, and is undoubtedly the "emporium" alluded to by Pliny. Here the Romans are said to have traded. The river has silted up, and masts of a ship have been found in its bed, near Satgan. We then reach

THE TRUNK ROAD,

Which is a scene of immense traffic. 73,000 foot passengers, 49,000 loaded bullock hackories, 18,000 empty returning hackories, 65,000 loaded bullocks, and 400 Government dawks, pass annually between this place and Burdwan. Amount of salt brought down annually, averages 13,000 tons. Thence proceed to

MUGGRA,

With its iron bridge, over a stream, through which the Damuda (flowing westerly for 20 miles) a century ago forced its passage to the Hooghly river, at Nya Serac, the channel of which is choked up with sand. It now enters the Hooghly near Diamond Harbour, where there is a Telegraph Station, and forms that terror of nautical men, called "the James and Mary." The Calcutta builders use the sand of the old bed. The train soon reaches

PUNDOOAH, OR PERUA.

Here is a tower on the right, encrusted with the hoar of centuries, and to which many historic reminiscences are attached. It is 120 feet high, and lies 6 miles from the station; the view from its top is magnificent, as it embraces the whole of the country as far as Hooghly. The pilgrims who flock here in the month of January call the iron rod at its summit, "Shah Sufi's Walking Stick." Opposite is that Mussulman leader's tomb, who was finally overthrown at this place. In 1200, it was a royal city, well fortified, with a wall and deep trench 5 miles in circumference, the remains of which are visible round the town. The line is on a portion of its site, and near the station is a large Moslem burial ground, out of which, when constructing the line, an immense number of skulls were dug up. The village contains a population of 3,000, noted as being Dacoit-

ties, or Thugs. Here the cultivation and growth of cocoa nut trees cease, as they require sea air. This place was also the site of "the Battle of the Cow," in 1340, at which period it was strongly fortified, and the residence of a Rajah, the origin of which conflict was that "The Mogul translator of Persian at the court of the Hindoo Rajah of Pundooah, killed a cow at the birth of his child, and buried the bones, so as not to offend the people; but the jackalls dug them up, and then the populacerose up in arms, and required the slayer of that animal to be given up to them. The Rajah's child was seized by the mob and slain. That prince being appealed to by the Mogul, would not give any redress, and the above-named battle ensued in consequence, which ended in the defeat of the Hindoos, after sixty of their monarchs had been slain." About 200 yards from the west of the line is a tank, which was considered sacred, as it possessed the virtue of restoring life to the soldiers who were killed in battle—hence the native's idea that Pundooah was impregnable, until the Moslems cast a piece of a cow into it, which destroyed the virtue of its water. The tower was erected in commemoration of this battle. Near it is a noble mosque, about 200 feet long, containing sixty domes, which reverberate sound like the whispering gallery at St. Paul's Cathedral, in London; and in it is a platform, on which Shah Sufi was accustomed to sit. A little to the west, on the left, lies the noble Tank Pir-pukur, forty feet deep, which is remarkably picturesque, with its ruined Imambaries and tombs, probably those of Mussulman chiefs who fell in the Battle of the Cow, having several monuments to Moslem saints around them. Here a Fakir lives, whose call a tame alligator in the tank obeys, and comes immediately to the surface. Close by is the Shimabasan Tank, frequented by barren women, who dip sweetmeats ("Patali") into the water, and believe that if the same float back to them, they will bear a son. Thence proceed to

BOINCHI.

At this place the Grand Trunk Road is again crossed, and the Burdwan Zillah (Garden of India) is entered, which contains a population as teeming as that of the Celestial Empire. After passing this place, the Trunk Road is metalled with kankar, and it is curious to see the men beating it down, mixed with water, by means of wooden mallets, which form it

into a surface as smooth as plaster, and as hard as granite rock.

MEMAREE,

Which is close to the Grand Trunk Road, and near the Dawk Bungalow. A few miles beyond, the Din-nooda river is approached, the embankments of which frequently burst, and cause great damage and destruction of life. This stream, which flows nearly parallel to the line on the left, as far as Raneegeunge, takes its rise in the Ramghur Hills, drains about 7,200 square miles of country, and an immense quantity of water falls into it in the rains. We then approach

BURDWAN.

REFRESHMENT ROOMS.

It is remarkable for the magnificent landscape about it. Close by is the noble brick viaduct of 280 arches, constructed at a cost of £20,000. On the left can be seen the steeple of the pretty church erected by the late Rev. J. Weitbrecht, at a cost of £1,000, raised by private individuals. Here is a mission, and schools for native children. The fine avenue of trees which line the Trunk Road is a beautiful object. About a mile to the left lies the "Sea of White Sand," called Din-nooda. An iron bridge over the Bankha is passed, which river rises 25 feet high in the monsoon. Pass the Cutchery on the right, and then Koosumpore ("Flowery City," as Burdwan is called in the Hindoo books) is reached. This place was besieged by the Moslems in 1621. Here in 1695, the rebellion of the Zemindar took place; he slew the Rajah, and captured the city of Hooghly, which caused the English to build the old fort of Calcutta. In 1695, the British had a lease given them of the ground on which Calcutta stands, and in the same year, at the palace of Burdwan, the Rajah's daughter stabbed herself rather than yield up her virtue to the Zemindar. The Rajah's palace is a mile from the station—its interior is most superbly fitted up in European style. He is the wealthiest land proprietor in the country; his estates are not less than 70 miles in length and 50 in breadth, and he pays to the Indian Government £400,000 per annum. His gardens are beautifully arranged, and the menagerie is kept up at a monthly expenditure of £800. The Rajah's Garden House, with its tank, labyrinth, and beautiful pictures, are well worth a visit. Here is a tank opposite the church, remarkable for having

been the place into which the "Thugs" flung the dead bodies of their victims. This station is remarkably healthy, and 95 feet above the level of the sea. The railway station is a handsome and commodious building. On the left are the encamping grounds of the troops, Dawk Bungalow, having capital accommodation, and Jail; and about a mile distant, can be seen the 108 Temples of Siva, all built by the late Rajah of Burdwan. At the tenth mile the Raneegunge line branches off by Rajmahul to the N.W. Provinces. The main line crosses the Adji river, a short distance from Elimbuzur, a place of considerable trade, and which possesses this advantage, viz.:—That large boats can come from the Hooghly by way of Cutwa in the monsoon. The views in Birbhoom, the beautiful wild scenery of the Rajmahul, the remains of Goar (the Nineveh of Bengal, and the Paradise of the countries of Akbar), which at one time contained 2,000,000 inhabitants, and was enclosed by a wall 20 miles in circumference and 60 feet high, the cascade of Mooteehursna and rocks of Jangira are all objects of especial interest. In a word, the railway has brought and will bring to light many remains of antiquity in this and other districts.

About fifteen miles to the right lies the

BIRBHOOM ZILLAH,

A rich mineral district, and formerly the largest Mahomedan Zemindary in Bengal.

LAKRAKUND

Has a thermal spring. The Judge of Death ("Yam") is worshipped in this district, and the Santals, an aboriginal race (whose sudden and desperate insurrection, caused in 1855 and 1856 such loss of life and property) swarm in this Zillah. Here is the famous shrine of Vuidunath; its temple, which was built three centuries ago, is a mile in circumference, and its Mela "Fair" held in March is very well attended. Thence Pass

MANCOR,

Which is celebrated for its sugar, and contains a population of 5,600 inhabitants. Here bears swarm in the immediate jungle. Close to it is

BANS KOPE,

Remarkable for the great undulations of the soil, which is sterile, the grass stunted, and the cultivation chiefly in the hollows.

CAKSA

Is next approached, and from which can be seen

CHUTUA,

About 1,000 feet high, which place has the advantage of a dry and exhilarating air. As the iron king advances,

THE TUMULA CUTTING

Is seen, a magnificent work, and the scenery from the bridge is truly grand. On the right lies the forest swarming with bears, which reaches as far as Rajmahal, and on the left is seen the Dummla river with its white sandy banks. The cutting is one mile long and 36 feet deep. The bridge thrown over the road is of one span of 80 feet of brickwork, and was completed in a month. The scenery is really beautiful in this neighbourhood. Thence over

THE TUMULA VIADUCT,

Which consists of seventeen openings, 20 feet each, and took eight months to erect. We then reach

KYRASOLE,

At which place the coal formation begins, and continues as far as Bagsama, but the soil is barren. Pass on to

SINGARIM,

Which is remarkable for the formidable massy embankments which have been erected to keep out the Dumooda waters. Near here are the remains of a petrified forest, similar to that in the vicinity of Cairo in Egypt. After leaving this place, the scenery, as Raneegunge is approached, becomes remarkably fine. The hollows are chiefly cultivated, and quantities of iron have been found. We then approach

RANEEGUNGE.

REFRESHMENT ROOMS.

The terminus is commodious, and being the station of the Government Wagon Trains, the North West Dawk, and Inland Transit Companies, it will shortly claim some slight pretensions to justify the native title of "Chota (little) Calcutta." A large hotel is in course of erection. About 81,000 tons of coal annually go to Calcutta, distance by road 200 miles, the cost of transit being about $3\frac{1}{2}$ annas per maund. The hills of Chutna, Baharinath and Puchete are seen to advantage from this place. The traveller can proceed to

BAHARINATH

in a palanquin, distant about 12 miles; it is 1,200 feet high, and its vicinity swarms with bears.

RAJMAHAL RAILWAY, ETC., THROUGH ROUTE

The Rajmahal Railway, which is now under construction, will be opened shortly, 45 miles North Side of the Mere, to the river Haidjai, and will be opened shortly 21 miles Branch to Rajmahal. 134 miles Thence to Colgong, Backscerra 83 miles Bhoolwarree 80 miles Karmasson River 80 miles Waghiseria 50 miles Benares to Allahabad 95 miles Allahabad to Cawnpore 126 miles Allahabad to Cawnpore District 26 miles Shahut 98 miles Agra 66 miles Delhi 91 1/2 miles

constructed and will be opened shortly, 45 miles	
North Side of the Mere, to the river	
Haidjai, and will be opened shortly 21 miles	
Branch to Rajmahal.....	134
Thence to Colgong,	
Backscerra	83
Bhoolwarree	80
Karmasson River	80
Waghiseria	50
Benares to Allahabad	95
Allahabad to Cawnpore	126
Allahabad to Cawnpore District ..	26
Shahut	98
Agra	66
Delhi	91 1/2

RATES OF PASSAGE MONEY, &c., BY THE INDIA GENERAL STEAM NAVIGATION CO.'S STEAMERS.

RATES OF UPWARD PASSAGE MONEY.

	Allahabad			Mirzapore			Benares			Ghazepore			Dinapore			Monghyr			Bhaugulpore			Rajmahal		
	1st Cl Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck
From Mirzapore	Rs 20	Rs 15	Rs 6	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3	Rs 3
" Benares	Rs 30	Rs 25	Rs 8	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4
" Ghazepore	Rs 50	Rs 40	Rs 12	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6	Rs 6
" Dinapore	Rs 70	Rs 55	Rs 18	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8
" Monghyr	Rs 95	Rs 80	Rs 24	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12
" Bhaugulpore	Rs 115	Rs 95	Rs 30	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15	Rs 15
" Rajmahal	Rs 160	Rs 130	Rs 40	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20	Rs 20
" Calcutta	Rs 200	Rs 165	Rs 25	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50	Rs 50

Example for this Table.—To find the rate of 1st Class Cabin from Bhaugulpore to Benares, in the line of the word Bhaugulpore,

and under the word Benares, 1st Class Cabin is 85 Rs.

DOWNWARD PASSAGE.

	Calcutta			Rajmahal			Bhaugulpore			Monghyr			Dinapore			Ghazepore			Benares			Mirzapore		
	1st Cl Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck
From Rajmahal	Rs 30	Rs 25	Rs 8	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4	Rs 4
" Bhaugulpore	Rs 60	Rs 50	Rs 16	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8	Rs 8
" Monghyr	Rs 75	Rs 60	Rs 18	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9	Rs 9
" Dinapore	Rs 90	Rs 75	Rs 24	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12	Rs 12
" Ghazepore	Rs 100	Rs 85	Rs 26	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13	Rs 13
" Benares	Rs 115	Rs 95	Rs 32	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16
" Mirzapore	Rs 125	Rs 100	Rs 32	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16	Rs 16
" Allahabad	Rs 135	Rs 115	Rs 34	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17	Rs 17

The coal mines at Raneegunge employ 1,600 men and women, chiefly of the aboriginal tribe called Beauri. The mines are descended by 140 steps to a descent of 130 feet. There are 25 shafts, and the traveller can proceed three miles, by torch light, through the mine. The mines extend under the bed of the Dumooda, and were accidentally discovered in 1820 by Mr. Jones, who erected Bishop's College, Calcutta. Bears no longer swarm in this neighbourhood, as the jungle has been cut down, but the fertility of the soil has departed with them. A line of rail is about being made to join that of the railway, which is now progressing, but the Santal insurrection has retarded its progress.

RAILWAYS.—Burdwan to North side of the More,

constructed and will be opened shortly, 45 miles.

North Side of the More, to the river		
Hadjai, and will be opened shortly	21	„
Branch to Rajmahal.....	134	„
Thence to Colgong,		
Luckerserra	80	„
Phoolwarree	80	„
Kurmnassa River	80	„
Mogulseria	50	„
Benares to Allahabad	95	„
Allahabad to Cawnpore	126	„
Allahabad to Cawnpore District ..	26	„
Etawah	98	„
Agra.....	66	„
Delhi	91½	„

In progress. Rapidly progressing.

RATES OF PASSAGE MONEY, &c., BY THE INDIA GENERAL STEAM NAVIGATION CO.'S STEAMERS.

RATES OF UPWARD PASSAGE MONEY.

	Allahabad				Mirzapore				Benares				Ghazeeapore				Dinapore				Monghyr				Bhaugulpore				Rajmahal			
	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck	1st Cls Cabin	2nd Cl Cabin	1st Cls Deck	2nd Cl Deck				
From Mirzapore	Rs 20	Rs 15	Rs 6	Rs 3	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4				
" Benares	Rs 30	Rs 25	Rs 8	Rs 4	Rs 40	Rs 35	Rs 10	Rs 6	Rs 40	Rs 35	Rs 10	Rs 6	Rs 40	Rs 35	Rs 10	Rs 6	Rs 40	Rs 35	Rs 10	Rs 6	Rs 40	Rs 35	Rs 10	Rs 6	Rs 40	Rs 35	Rs 10	Rs 6				
" Ghazeeapore	Rs 50	Rs 40	Rs 12	Rs 6	Rs 60	Rs 50	Rs 14	Rs 7	Rs 60	Rs 50	Rs 14	Rs 7	Rs 60	Rs 50	Rs 14	Rs 7	Rs 60	Rs 50	Rs 14	Rs 7	Rs 60	Rs 50	Rs 14	Rs 7	Rs 60	Rs 50	Rs 14	Rs 7				
" Dinapore	Rs 70	Rs 55	Rs 18	Rs 8	Rs 80	Rs 65	Rs 20	Rs 10	Rs 80	Rs 65	Rs 20	Rs 10	Rs 80	Rs 65	Rs 20	Rs 10	Rs 80	Rs 65	Rs 20	Rs 10	Rs 80	Rs 65	Rs 20	Rs 10	Rs 80	Rs 65	Rs 20	Rs 10				
" Monghyr	Rs 95	Rs 80	Rs 24	Rs 12	Rs 105	Rs 90	Rs 24	Rs 12	Rs 105	Rs 90	Rs 24	Rs 12	Rs 105	Rs 90	Rs 24	Rs 12	Rs 105	Rs 90	Rs 24	Rs 12	Rs 105	Rs 90	Rs 24	Rs 12	Rs 105	Rs 90	Rs 24	Rs 12				
" Bhaugulpore	Rs 115	Rs 95	Rs 30	Rs 15	Rs 130	Rs 110	Rs 36	Rs 18	Rs 130	Rs 110	Rs 36	Rs 18	Rs 130	Rs 110	Rs 36	Rs 18	Rs 130	Rs 110	Rs 36	Rs 18	Rs 130	Rs 110	Rs 36	Rs 18	Rs 130	Rs 110	Rs 36	Rs 18				
" Rajmahal	Rs 160	Rs 130	Rs 40	Rs 20	Rs 185	Rs 150	Rs 46	Rs 23	Rs 185	Rs 150	Rs 46	Rs 23	Rs 185	Rs 150	Rs 46	Rs 23	Rs 185	Rs 150	Rs 46	Rs 23	Rs 185	Rs 150	Rs 46	Rs 23	Rs 185	Rs 150	Rs 46	Rs 23				
" Calcutta	Rs 200	Rs 165	Rs 25	Rs 50	Rs 230	Rs 185	Rs 50	Rs 25	Rs 230	Rs 185	Rs 50	Rs 25	Rs 230	Rs 185	Rs 50	Rs 25	Rs 230	Rs 185	Rs 50	Rs 25	Rs 230	Rs 185	Rs 50	Rs 25	Rs 230	Rs 185	Rs 50	Rs 25				

Example for this Table.—To find the rate of 1st Class Cabin from Bhaugulpore to Benares, in the line of the word Bhaugulpore, and under the word Benares, 1st Class Cabin is 85 Rs.

DOWNWARD PASSAGE.

	Calcutta				Rajmahal				Bhangulpore				Monghyr				Dinapore				Ghazeeport				Benares				Mirzapore			
	1st Cl Cabin	2nd Cl Cabin	1st Cl Deck	2nd Cl Deck	1st Cl Cabin	2nd Cl Cabin	1st Cl Deck	2nd Cl Deck	1st Cl Cabin	2nd Cl Cabin	1st Cl Deck	2nd Cl Deck	1st Cl Cabin	2nd Cl Cabin	1st Cl Deck	2nd Cl Deck	1st Cl Cabin	2nd Cl Cabin	1st Cl Deck	2nd Cl Deck	1st Cl Cabin	2nd Cl Cabin	1st Cl Deck	2nd Cl Deck	1st Cl Cabin	2nd Cl Cabin	1st Cl Deck	2nd Cl Deck				
From Rajmahal.....	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4	Rs 30	Rs 25	Rs 8	Rs 4				
" Bhangulpore	Rs 60	Rs 50	Rs 16	Rs 8	Rs 45	Rs 35	Rs 12	Rs 6	Rs 35	Rs 25	Rs 8	Rs 4	Rs 20	Rs 15	Rs 6	Rs 3	Rs 15	Rs 10	Rs 4	Rs 2	Rs 15	Rs 10	Rs 4	Rs 2	Rs 15	Rs 10	Rs 4	Rs 2				
" Monghyr	Rs 75	Rs 60	Rs 18	Rs 9	Rs 60	Rs 50	Rs 16	Rs 8	Rs 45	Rs 35	Rs 12	Rs 6	Rs 39	Rs 25	Rs 8	Rs 4	Rs 25	Rs 15	Rs 4	Rs 2	Rs 25	Rs 15	Rs 4	Rs 2	Rs 25	Rs 15	Rs 4	Rs 2				
" Dinapore	Rs 90	Rs 75	Rs 24	Rs 12	Rs 60	Rs 50	Rs 16	Rs 8	Rs 45	Rs 35	Rs 12	Rs 6	Rs 40	Rs 25	Rs 8	Rs 4	Rs 35	Rs 20	Rs 8	Rs 4	Rs 35	Rs 20	Rs 8	Rs 4	Rs 35	Rs 20	Rs 8	Rs 4				
" Ghazeeport	Rs 100	Rs 85	Rs 26	Rs 13	Rs 75	Rs 60	Rs 20	Rs 10	Rs 45	Rs 35	Rs 12	Rs 6	Rs 45	Rs 35	Rs 12	Rs 6	Rs 45	Rs 25	Rs 10	Rs 4	Rs 45	Rs 25	Rs 10	Rs 4	Rs 45	Rs 25	Rs 10	Rs 4				
" Benares	Rs 115	Rs 95	Rs 32	Rs 16	Rs 85	Rs 70	Rs 22	Rs 11	Rs 55	Rs 45	Rs 14	Rs 7	Rs 50	Rs 40	Rs 14	Rs 7	Rs 50	Rs 35	Rs 10	Rs 5	Rs 50	Rs 35	Rs 10	Rs 5	Rs 50	Rs 35	Rs 10	Rs 5				
" Mirzapore	Rs 125	Rs 100	Rs 32	Rs 16	Rs 95	Rs 80	Rs 22	Rs 11	Rs 65	Rs 55	Rs 16	Rs 8	Rs 60	Rs 50	Rs 16	Rs 8	Rs 60	Rs 40	Rs 10	Rs 5	Rs 60	Rs 40	Rs 10	Rs 5	Rs 60	Rs 40	Rs 10	Rs 5				
" Allahabad	Rs 135	Rs 115	Rs 34	Rs 17	Rs 105	Rs 90	Rs 28	Rs 14	Rs 75	Rs 65	Rs 20	Rs 10	Rs 75	Rs 65	Rs 20	Rs 10	Rs 75	Rs 45	Rs 12	Rs 6	Rs 75	Rs 45	Rs 12	Rs 6	Rs 75	Rs 45	Rs 12	Rs 6				

Agents at the Stations where the Company Land Goods and Passengers:—

Calcutta, Capt. J. F. Stace, Secretary; Allahabad, E. Bell, Esq.; Mirzapore, Pelletreau and Co.; Benares, T. Palmer, Esq.; Ghazee-pore, Mackenzie. Hall and Co.; Buxar, —; Dinapore, F. Smyth, Esq.; Monghyr, H. Dear, Esq.; Bhaugulpore, J. H. Davies, Esq.; Rajmahal, C. Peroux, Esq.; Rampore Bolia, S. Nation, Esq.;—Commercolly, Kulneah, Berhampore, Cutwa.

Second person in a cabin one-third of that cabin's passage money.

Children above 2 and under 12 years of age, 2nd class deck passengers.

Ditto above 12 years as adult passengers.

1st and 2nd class cabins are entitled to one servant free.

Second person in either cabin can take a servant by paying half-price of a 2nd class deck passage.

Baggage allowed—1st class cabin, 20 feet, or 12 mds.; 2nd class cabin, 20 feet, or 12 mds.; second person in either cabins, 14 feet, or 8 mds.; 1st class deck, one and a half md.; 2nd class deck, one md.

Cabins engaged for Passengers below Dinapore are charged at the Dinapore Rate, Cabins not engaged, at the rate to each Station.

DIET MONEY.

Cabin and deck passengers....	Co.'s Rs.	3	0	pr day
Children at the table	"	3	0	"
Ditto not at the table	"	1	0	"
Christians, and 2nd class deck passengers	"	1	0	"
Mussulmen	"	0	8	"

Spirits, wines, beer, &c., are charged extra; but parties using their own wines are charged 3 annas for each cork. All monies for passage, mess, freight, &c., to be paid in advance, and the company reserve to themselves the option of returning money to those parties, who, after engaging a cabin, do not proceed in the vessel, nor are they responsible for any baggage not shipped as freight.

Dogs not allowed on board the steamers.

FREIGHT OF TREASURE TO

	Coomercolly.	Monghyr.	Dinapore.	Ghazee-pore	Benares	Mirzapore.	Allahabad.	
	As.	As.	As.	As.	As.	As.	As.	
	4	5	6	7	8	10	12	Per Cent.
Carriage, large, each.....	Co.'s	Rs.	104	0	0			
Ditto, small.....	"	84	0	0				
Buggy	"	42	0	0				
Pair of Axles.....	"	3	0	0				
Shaft, each	"	1	8	0				
Pair of Wheels	"	5	0	0				
Palanquin	"	20	0	0				
Tonjohn	"	14	0	0				
Horses and Grooms	"	64	0	0				
Shipper to find food and fit up the Stall	"	12	0	0				
Sheep, Dogs, Goats, &c., each	"	104	0	0				
Billiard Table complete	"							

RATES OF FREIGHT BY THE INDIA GENERAL STEAM NAVIGATION COMPANY'S STEAMERS.

DESCRIPTION OF GOODS.		From Calcutta to all Stations above Monghyr.			From Calcutta above Bhaugulpore to Monghyr.			From Calcutta to Bhaugulpore and below.					
		Rainy Season.		Dry Season.	Rainy Season.		Dry Season.	Rainy Season.		Dry Season.			
		R.	A.	P.	R.	A.	P.	R.	A.	P.			
Packages of all descriptions above 35lbs. to the cubic foot	per maund of 80lbs.	2	0	0	2	0	0	2	0	0	2	0	0
Ditto below 35lbs. to the cubic foot.....	per foot	1	0	0	0	14	0	0	14	0	0	14	0
Ditto of less than 35lbs. or 1 cubic foot	each	1	8	0	1	8	0	1	8	0	1	8	0
Metals unmanufactured	md. 80lbs.	1	12	0	1	12	0	1	12	0	1	12	0
Ditto manufactured	"	2	0	0	2	0	0	2	0	0	2	0	0
Spices	per lb.	0	0	7	0	0	7	0	0	7	0	0	7
Spirits, wines, oil, vinegar, in doz. cases	per case	1	8	0	1	8	0	1	8	0	1	8	0
Gin cases of 15 squares	"	2	0	0	2	0	0	2	0	0	2	0	0
Champagne cases of 1 dozen	"	2	0	0	2	0	0	2	0	0	2	0	0
Beer in 6 dozen cases	"	6	0	0	6	0	0	6	0	0	6	0	0
Ditto in small cases	per dozen	1	6	0	1	6	0	1	6	0	1	6	0
Ditto in hogsheads, uncased	each	16	0	0	16	0	0	16	0	0	16	0	0
Ditto in half	"	8	0	0	8	0	0	8	0	0	8	0	0
Rum in hogsheads, uncased	"	16	0	0	16	0	0	16	0	0	16	0	0
Ditto in half ditto	"	8	0	0	8	0	0	8	0	0	8	0	0
Brandy or wine in hogsheads, uncased	"	18	0	0	18	0	0	18	0	0	18	0	0
Ditto half ditto	"	10	0	0	10	0	0	10	0	0	10	0	0
Ditto quarter ditto	"	6	0	0	6	0	0	6	0	0	6	0	0
Spirits or wines in butts or pipes, uncased	"	32	0	0	32	0	0	32	0	0	32	0	0
Punchons of wine	"	20	0	0	20	0	0	20	0	0	20	0	0
Bales of twist.....	"	18	0	0	18	0	0	18	0	0	18	0	0
All Spirits, Wine or Beer, in cased Pipes charged, Extra.....		Co.'s Rs. 4 0 0											
Ditto		Hhds. ditto ditto											
		" 2 0 0											

RATES OF UPWARD INTERMEDIATE FREIGHT.

MONGHYR TO	DINAPORE.		GHAZEPORE.		BENARES.		MIRZAPORE.		ALLAHABAD.	
	per foot.	pr. maund	per foot.	pr. maund	per foot.	pr. maund	per foot.	pr. maund	per foot.	pr. maund
Dinapore ...	0 1 6	0 4 0	0 3 0	0 8 0	0 4 6	0 12 0	0 6 0	1 0 0	0 7 6	1 4 0
Ghazeepore ..	...	...	0 1 6	0 4 0	0 3 0	0 8 0	0 4 6	0 12 0	0 6 0	1 0 0
Benares.....	...	...	...	...	0 1 6	0 4 0	0 3 0	0 8 0	0 4 6	0 12 0
Mirzapore ...	...	...	...	...	...	...	0 1 6	0 4 0	0 3 0	0 8 0
Allahabad ...	...	...	...	...	...	...	...	...	0 1 6	0 4 0

DOWNWARD TO CALCUTTA.

	Indigo Per Chest.	Cotton per bale on deck.	Cotton bale under hatch.	Measure- ment goods per foot.	Weight goods of 80lbs.	Cow hides per bale of 20, deck.	Buffalo hides per bale.
From Allahabad.....	5 0 0	5 0 0	7 0 0	0 8 0	0 12 0	1 12 0	3 8 0
" Mirzapore.....	5 0 0	5 0 0	7 0 0	0 8 0	0 11 0	1 12 0	3 8 0
" Benares.....	5 0 0	5 0 0	7 0 0	0 8 0	0 10 0	1 12 0	3 8 0
" Ghazeepore	5 0 0	5 0 0	7 0 0	0 8 0	0 10 0	1 12 0	3 8 0
" Dinapore	4 0 0	5 0 0	7 0 0	0 6 0	0 9 0	1 12 0	3 8 0
" Monghyr	4 0 0	5 0 0	7 0 0	0 6 0	0 8 0	1 12 0	3 8 0
" Bhaugulpore	4 0 0	5 0 0	7 0 0	0 6 0	0 7 0	1 12 0	3 8 0
" Rajmahal	4 0 0	5 0 0	7 0 0	0 6 0	0 6 0	1 12 0	3 8 0

Intermediate Freight 2 Annas per maund, or $1\frac{1}{2}$ Annas per foot, from station to station. Freight reserved for any lower stations, to pay the Mirzapore rates of freight.

The Company is not responsible for any loss or damage that may occur to goods on board its Steamers or Flats, or in its possession, from any cause whatever.

No goods will be delivered unless on production of Bills of Lading. Landing and Shipping charges, 2 Annas each package.

STEAMERS ON THE GANGES.

This statement exhibits the distances of the Steam Stations respectively, the rates of passage to each class of cabins, if not reserved, otherwise two-third the whole distance, and the amount of table deposit for one person, exclusive of a servant, which for a native is charged 2 Annas per day, and for each extra servant at the rate of $\frac{1}{2}$ Anna per mile exclusive of diet, which is charged separately:—

STATIONS.	Miles Dis- tance.	1st Class Cabin at 6 Annas per mile.	2nd Class Cabin at 5 Annas per mile.	3rd Class Cabin at 4 Annas per mile.	Amount of Table.	Diet for a Serv- ant.	No. of Days Estimated.	An Extra Servant $\frac{1}{2}$ Anna per mile.
From Calcutta to Berham- pore, or Rajmahal, or Com- mercolly	175	65 10	54 11	43 12	18 0 0	0 12	6	5 7-6
Do. to Bhaugulpore or Colgong	350	131 4	109 6	87 8	36 0 1	8 12	10	15
Ditto to Monghyr	435	163 2	135 15	108 12	42 0 1	12 14	13	9-6
Ditto to Dinapore or Patna ..	555	200 10	167 3	133 12	51 0 2	2 17	16	11-6
Ditto to Ghazeepore, Revel- gunge, Buxar, Chupra ..	610	228 12	190 10	152 8	60 0 2	8 20	19	1
Ditto to Benares	685	256 14	214 1	171 4	66 0 2	12 22	21	6-6
Ditto to Mirzapore or Chunar.	750	275 12	228 2	182 8	69 0 2	14 23	22	13
Ditto to Allahabad	800	300 0	250 0	200 0	75 0 3	2 25	25	0

When two persons occupy a private cabin, full deck passage for one person will be charged in excess of the cabin-hire. The officer whose cabin is so occupied to pay the deck passage of the second person.

Deck passengers claiming to mess with the commander when government cabins are available, will be charged 4 Rupees per diem for their passage (but in no case to exceed the estimated number of days to each station), exclusive of 3 Rupees per diem for mess. When government cabins are not available, deck passengers may mess with the commander by paying the usual rate of $\frac{1}{2}$ Anna per mile, and 3 Rupees per diem for mess.

Deck passengers providing their own food will be charged $\frac{1}{2}$ Anna per mile.

Freight on all packages, excepting treasure laden in Calcutta, or for which tonnage is reserved in Calcutta, and which does not exceed in weight 35lbs. or $17\frac{1}{2}$ seers per cubic foot, will be charged by the cubic foot.

Goods conveyed upwards from Calcutta are charged at the following rates:—

	Rs.	As.	As.	Pie.
To Bhaugulpore..	0	12	per ft.	0 10 per Seer.
" Dinapore	1	0	"	1 0 "
" Allahabad	1	4	"	1 4 "

No package, however small, is conveyed for a less charge than 1 Rupee 8 Annas, either upward or downward. Goods exceeding the above weight per foot will be charged by the weight.

Implements of husbandry, machinery, sugar pans, and other weighty articles of that kind, carried as deck cargo only, and at the risk of the shippers from damage by wet or other cause, from being carried on deck.

To any distance from Calcutta at 6 pie per lb. or 1 Anna per seer.

Intermediately from station to station at 2 pie per lb. or 4 pie per seer.

Goods brought down to the Presidency from any station are charged one-sixth of the freight from Calcutta to Allahabad.

Goods carried intermediately are charged as follows, both upward and downward, viz:—

Moorshedabad, Bhaugulpore, and

Monghyr, per cubic foot 4 or 2 per lb.

Monghyr and Dinapore, ditto.... 4 or 2 ditto.

Dinapore and Benares, ditto 4 or 2 ditto.

Benares and Allahabad, ditto... 4 or 2 ditto.

Goods will not be received for shipment unless they be addressed to a resident at the place at which they are to be delivered from the boats. The directions must be marked on something not liable to be destroyed by vermin, and from which it may not be easily obliterated. A direction written on a card, or marked with ink on a tin box, would be liable to the above objection.

Goods not applied for on board the boat by the Consignee, will be carried on and charged with additional freight, unless addressed to the Steam Agent, in which case they will be delivered to him. It must be understood, however, that although all persons are at liberty to consign their goods to the Steam Agent of the stations at which they are to be landed, the government is not responsible for such Steam Agent, or for the safety of the goods after the delivery of the same to the Consignee or to his order, whether such Consignee be the Steam Agent or any other person.

The boat office will not be responsible for any damage or loss that may be occasioned by accident to the vessel, or other cause whatever, not traceable to negligence or mismanagement.

All goods sent to the boat office must be accompanied by a note with suitable direction for the guidance of the officers attached to the department.

FREIGHT ON TREASURE.

Calcutta and Allahabad.....	12	As. per cent.
Ditto Mirzapore.....	10	ditto
Ditto Benares.....	8	ditto
Ditto Dinapore	6	ditto
Ditto Monghyr	5	ditto
Ditto Moorshedabad..	4	ditto
Ditto Commercolly ..	4	ditto
Allahabad & Mirzapore.....	2	ditto
Ditto Benares.....	4	ditto
Ditto Dinapore	6	ditto
Ditto Monghyr	8	ditto
Ditto Moorshedabad..	10	ditto
Ditto Commercolly ..	10	ditto

Freight on copper coins is charged by the weight at 8 pie per lb. or 1 Anna 4 pie per seer from Calcutta—and down and intermediately the same as on weighable goods.

FREIGHT ON CARRIAGES.

Empty Carriage, Buggy, &c. at 8 pie per lb.

Ditto Palanquin..... at 20 Rupees each.

Ditto Tonjohn at 14 ditto

To any distance from Calcutta—but if carried intermediately at 2 pie per lb. from station to station, both upward and downward, calculating on the average weight.

Calculated at Rs. As. pie

Weight of a Carriage, Barouche, or Landulet.....	2500 lbs.	104	2	9
Britzka, Palanquin, Carriage, or Phaeton	2000 lbs.	83	5	6
Buggy	1000 lbs.	41	10	9
Palanquin	480 lbs.	20	0	0
Tonjohn	336 lbs.	14	0	0

RATES OF PASSAGE OF THE GANGES STEAM NAVIGATION COMPANY.

PASSAGE.

Cabin.

UP.	Rs.	DOWN.	Rs.
Calcutta to Beauleah	44	Allahabad to Mirzapore	12
Bhaugulpore	88	Benares.....	19
Monghyr	109	Ghazeepore	33
Dinapore	134	Dinapore	44
Ghazeepore	152	Monghyr	61
Benares.....	171	Bhaugulpore	75
Mirzapore.....	182	Beauleah	104
Allahabad.....	200	Calcutta	134

PASSAGE—Continued.

<i>First Class Deck.</i>		<i>Second Class Deck.</i>	
UP AND DOWN.		UP AND DOWN.	
	Rs.		Rs.
Calcutta to Beaulah	16	Bhaugulpore.....	12
Bhaugulpore.....	25	Dinapore.....	16
Monghyr.....	30	Benares.....	20
Dinapore.....	35	Allahabad.....	25
Ghazeepore.....	40		
Benares.....	45		
Mirzapore or Allahabad	50		

For Servants.

UP AND DOWN.	Rs.
Dinapore or below	8
Any Station above Dinapore	16

Rs.

N.B.—For reserved Cabins for the following	
Stations the Rates will be to Beaulah ..	89
Bhaugulpore ..	110
Monghyr ..	126
Cabin Passage to the Stations on the Bhagur-	
ruttee, Up or Down.....	35
Deck ditto, 1st class	16
2nd class	8

If two or more persons occupy one Cabin, each extra person to be charged one-fourth the Cabin rate.

Each Passenger is allowed to take one Servant.

Extra Servants are charged Company's Rupees 16 each.

The above are the Rates of Passage, exclusive of Mess, at three Rupees per day, to be paid to the Commander.—Beer, Wine, &c., extra.

Children who do not come to Table are charged Rupee $\frac{1}{2}$ per day.

Christian Servants are charged One Rupee per day.

Mussulman Servants can be messed by the Serang at two annas per day.

BAGGAGE.—One person in a Cabin is allowed four maunds; two or more persons in the same Cabin each three maunds; 1st class Deck Passenger, three maunds.

For passage apply to the Superintendent of Freight.

DACCA AND ASSAM LINE.

Dispatch of Boats and Probable Dates of Arrival at Different Places.

It is intended that the Boats shall leave Calcutta on the 13th of every month, except when the 13th

falls on a Sunday, when they will be despatched on the 12th. The following is the estimated time the boats will take, and the dates on which they will probably arrive at the different stations up and down. Leaving Calcutta on the 13th to get back there by the 9th, the boats will reach

	UP.	DOWN.
Burrisaul.....	17	5
Dacca	19	3
Serajgunge.....	21	2
Dewangunge.....	22	1
Bugwah	23	30
Gowalpara	24	29
Gowahuttee	25	leaves 28

RATES OF PASSAGE.

STATIONS.	Distance in Miles.	UPWARDS.					
		Cabin hire.	Deck Passage.	Table Money.	Table Money for Children who do not come to the Table.	Diet Money for Servants.	Number of Estimated Days.
Burrisaul ..	200	R. A. 75 0	R. A. 6 4	R. A. 16 0	R. A. 4 0	R. A. 0 8	4
Dacca.....	300	75 0	9 6	24 0	6 0	0 12	6
Serajgunge...	400	100 0	12 8	32 0	8 0	1 0	8
Dewangunge	450	112 8	14 1	36 0	9 0	1 2	9
Bugwah	500	125 0	15 10	40 0	10 0	1 4	10
Gowalpara..	550	137 8	17 3	44 0	11 0	1 6	11
Gowahuttee.	600	150 0	18 12	48 0	12 0	1 8	12

The passage money, and a deposit of 4 Rupees per day for the estimated term of the voyage must be paid on engaging a passage, and any surplus of table money will be returned, or an additional charge made by the commander, as the voyage may fall short of, or exceed, the time for which the deposit was calculated. Half the passage money and half the table money become forfeit by persons who relinquish a passage after having engaged it.

The same regulations as to freight, &c., exist on the Dacca and Assam line as on the Ganges, see page 201.

SKELETON OF ROUTE No. 4.

FROM LONDON, VIA SOUTHAMPTON, GIBALTAR, MALTA, ALEXANDRIA, CAIRO, SUEZ, ADEN,
BOMBAY CEYLON, MADRAS, CALCUTTA, &c.

Miles from London.	Names of Stations.	Mode of Conveyance.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Luggage Allowed Free.	Overweight of Luggage.	Fares.		Extra Expenses.		Total Expenditure.	
			D.	H.	D.	H.	D.	H.			1st Class.	2nd Class.	Hotel.	Incidental.	1st Class.	2nd Class.
			D. <td>H.<td>D.<td>H.<td>D.<td>H.<td>1st cls.</td><td>2d cls.</td><td>Rate. pr lb.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td></td></td></td></td></td>	H. <td>D.<td>H.<td>D.<td>H.<td>1st cls.</td><td>2d cls.</td><td>Rate. pr lb.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td></td></td></td></td>	D. <td>H.<td>D.<td>H.<td>1st cls.</td><td>2d cls.</td><td>Rate. pr lb.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td></td></td></td>	H. <td>D.<td>H.<td>1st cls.</td><td>2d cls.</td><td>Rate. pr lb.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td></td></td>	D. <td>H.<td>1st cls.</td><td>2d cls.</td><td>Rate. pr lb.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td><td>£ s. d.</td></td>	H. <td>1st cls.</td> <td>2d cls.</td> <td>Rate. pr lb.</td> <td>£ s. d.</td> <td>£ s. d.</td> <td>£ s. d.</td> <td>£ s. d.</td> <td>£ s. d.</td>	1st cls.	2d cls.	Rate. pr lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
			0	3	..	..	0	15	112	56	pr. lb. ½d.	0 17 6	0 12 0	£ s. d. 1 0 0	£ s. d. 2 0 0	£ s. d. 1 14 6
			..	..	0	12	..	..	336	168	14s. } £ cwt.	..	..	..	..	..
			5	0	0	12	5	12	..	..		13 0 0	0 9 0	0 1 0	0 0 5	0 14 5
			..	..	..	..	..	..	..	..	..	..	..	..	..	..
			5	0	0	0	5	0	..	..	..	7 0 0	3 0 0	..	7 0 0	3 0 0
			10	3	1	0	11	8	..	..	£2 pr Cwt.	20 17 6	12 12 0	2 0 0	7 6 23	5 0 14 19 6
			Days.....													
			Days.....													
			Days.....													

* The remainder of this Route the same as laid down in Passage fares, *throughout*, can be paid (except the Hotel and incidental Expenses, which the traveller must himself defray as he proceeds) to the P. and O. Company, according to their Tariff, previous to embarkation for India.

The Homeward Bound Traveller must reverse the Route.

ROUTE No. 4.

Leaving London by rail, we proceed to

SOUTHAMPTON.

Population, 22,000.

HOTELS.—Radley, and the Dolphin, both good, Tariff—bed, 2s.; breakfast, 2s.; dinner, 3s., tea, 1s. 6d.; attendance, 1s.; private room, 4s.; lights, 1s.; fire, 1s.

OMNIBUSES meet the trains, fares 6d.

FLYS.—One horse, 1s. per mile.

Toll over the Bridge, 2d. each passenger.

All the Foreign Mail Packets, see *Bradshaw's Continental Guide*.

Peninsular and Oriental Company's to India, 4th and 20th of every month. Tariff—see page 23.

European and Australian Mail Packet to Australia on the 12th of each month. Tariff—see page 24.

PACKETS to Isle of Wight, thrice daily; to Hayre de Grace thrice weekly.

MOST INTERESTING OBJECTS.—Docks, Churches, Railway Station, Theatre, New Quay, Gaol, Old Battery, Bargate, Custom House, &c.

MOST REMARKABLE PLACES IN THE VICINITY.—Isle of Wight, &c., Portsmouth Docks, &c.

RAILWAY.—For time of departure and arrival of Trains between London and Southampton, Fares, &c. &c., See *Bradshaw's British Railway Guide*.

Agent for *Bradshaw's Guides*, George Phillips, Peninsular and Oriental Company's Buildings.

Telegraph station. Charge of 20 words to London, 1s. 6d.

GIBRALTAR.

Population, 40,000 (so called from Jibel Mountain and Tariff Rock, *Mons Calpe* of the Ancients).

HOTELS.—Mrs. Crosby's Club House. Charges moderate.

HORSE HIRE.—3s. per diem

STEAMERS.—The Peninsular and Oriental vessels arrive here on the 9th and 25th, outward bound, with the Indian Mail, and depart, homeward bound, with the same, on the 14th and 29th of every month, for Southampton. Their Peninsular Line arrive on the 4th, 15th, and 25th, from Southampton, and depart for that port on the 6th, 16th, and 26th of every month, performing the journey in eight days.

CURRENCY SPANISH—

Doubleloon.....	worth..	£3 9 4=16 Dollars.
$\frac{1}{2}$ do.	..	1 14 8=8 "
4 Dollar Piece..	..	0 17 4=4 "
Dollar.....	..	0 4 4=1 "
$\frac{1}{2}$ do.	..	0 2 2=6 Reals.
$\frac{1}{4}$ do.	..	(5 Reals) 0 1 1=3 do.
Real and Half..	worth..	0 0 6 $\frac{1}{2}$ =1 Real & 8 Qrtos.
Doce	..	0 0 3 $\frac{1}{2}$ =12 Quartos.
English Penny.	..	4 "
Halfpenny ..	..	2 "
Farthing. ..	..	1 "
$\frac{1}{2}$ Quarto.....	..	1 Chavo.

An English shilling is worth only 44 Quartos.

Purchases should be made in the Spanish coins and not in English.

MOST REMARKABLE OBJECTS.—The Bay, Rock, Coal Depots, Mole, Fortifications, Monkeys, Commercial Exchange, Library, Club, Government House, Churches, Santa Maria, Jewish Synagogue, Convent, Cathedral of Holy Trinity, the Gardens, Figure of the Spanish three decker, "Don Juan," taken at Trafalgar; Carving of Old Elliott, Bronze Bust of Wellington, Victoria Battery, Prince Albert Bastion, Sand and Windmill Hills, Flats, Tanks, Lighthouse, Governor's Pavilion, St. Michael's Cave, Naval Commissioner's House, Beefsteak Cave, Nun's Well, Castle (old Moorish building), Torre Mocha (riddled with shot), Saloons of St. George and Lord Cornwallis, Willis' Battery, Signal House, O'Hara's Tower, La Siletta, Cricket Ground, Race Course, &c.

MOST INTERESTING OBJECTS IN THE VICINITY.—San Requar, six miles; Carteia, 5 miles; Ximena, 24 miles, with its caves and castles.

MOST REMARKABLE OBJECTS ACROSS THE STRAITS.—Tangiers, at which see the Alcazar Roman Bridge, and the Consul's Gardens, Tetuan, visit the Jewish quarter Kaid Hash—Hash in the Alcazar, and take a present, or give Bachshish; Bazaar, Sultan's Gardens; Algesiras to Cueta, town clean, and paved in a Mosaic pattern, Convicts' Prison.

For the further description of this Route, see Malta, Route No. 1, page 86; as also Routes Nos. 2 and 3, pages 112 and 187.

SKELETON OF ROUTE No. 5.

FROM LONDON, VIA DOVER, CALAIS, PARIS, LYONS, TURIN, MILAN, VENICE, TRIESTE, ALEXANDRIA,
TO BOMBAY, CEYLON, MADRAS, AND CALCUTTA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India, via Trieste and Alexandria, by the Austrian Lloyd's Steamers leaving that port on the 5th, 12th, 20th, and 27th of every month.	Length of Journey from Station to Station. <i>en Route.</i>		Length of Stoppage at Stations.		Total Length of Journey.		Luggage Allowed Free. in lbs.	Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.	
				D.	H.	D.	H.	D.	H.	1st class.	2d class.	1st Class.	2d Class.	1st Class.	2d Class.	1st Class.	2d Class.
—	London, via Route No. 1, page 70, to Paris*.....	Rail & Pkt.	7th, 14th, 23rd, 30th	0	11½	0	0½	0	12	100	56	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
235½	Paris*.....	Rail	8th, 15th, 24th, 31st	..	..	..	..	..	0	..	..	2 15 0	.. 4 10	.. 6 2	.. 4 0	3 5 2	2 5 0
316	Lyons.....	Rail	2nd, 10th, 17th, 26th	..	..	..	..	..	0	60	60	2 5 0	.. 1 13 9	2 8 0	0 12 0	3 0 0	3 0 0
160	Turin.....	Rail	3rd, 11th, 18th, 27th	..	..	..	..	..	0	..	..	..	..	0 7 0	..	2 12 0	2 0 9
100	Milan.....	Rail	4th, 12th, 19th, 28th	..	..	..	..	..	0	..	..	..	..	0 15 0	.. 5 0	1 0 0	1 0 0
160	Venice.....	Rail	5th, 13th, 20th, 29th	..	..	..	..	..	0	..	..	..	..	..	..	..	..
	"	Rail	6th, 14th, 21st, 30th	..	..	..	..	..	0	..	..	..	..	..	..	..	..
	"	Rail	7th, 15th, 22nd, 31st	..	..	..	..	..	0	..	..	..	..	..	..	..	..
	"	Rail	1st, 8th, 16th, 23rd	..	..	..	..	..	0	..	..	..	..	..	..	..	..
	"	Rail	2nd, 9th, 17th, 24th	..	..	..	..	..	0	..	..	..	..	..	..	..	..
	"	Pkt.	3rd, 10th, 18th, 25th	..	..	..	..	..	0	100	56	..	..	1 0 0	0 10 0	1 10 0	1 10 0
80	Trieste.....	..	4th, 11th, 19th, 26th	0	8	0	0	0	8	..	..	0 14 0	0 10 0	0 5 0	0 3 0	1 2 0	0 18 0
	"	..	5th, 12th, 20th, 27th	..	..	1	0	1	0	..	..	..	..	1 0 0	0 10 0	1 10 0	1 10 0
105½	Trieste.....	..	Days	2	20½	6	4½	9	14	336	168	12 4 0	9 13 7	7 0 0	3 16 0	24 1	221 10 9
1200	Alexandria†	Pkt.	5th, 12th, 20th, 27th	5	0	..	..	5	0	..	..	16 0 0	11 0 0	8 1 2	0 10 0	16 10	0 11 10 0
225½	"	..	1st, 10th, 17th, 25th	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	"	..	Days	7	20½	6	4½	14	14	..	..	28 4 0	20 13 7	8 1 2	4 6 0	40 11	233 0 9

† The Route from Milan is the same as laid down in Skeletons Nos. 1, 2, and 3, see pages 69, 112, and 187.
The Homeward Bound Traveller must reverse the Route, &c.

ROUTE No. 5.

From London to Paris, see Route No. 1, page 69.

LYONS

(*The Manchester of France*).

Telegraph station ; to London, 25 words. Tariff—21s. 6d.; also to Milan, *via* Mount Cenis, Chambery, Turin, Alessandria, and Vigevano.

Population, 175,000.

HOTELS.—De l'Univers, De l'Europe, Trois Faisans, Nord. Tariff—the same as at Paris. Portage, 1 to 1½ francs.

OMNIBUSES traverse the town in all directions; fare and arrangements the same as at Paris.

HACKNEY COACHES, &c.—The same rates as at Paris.

POST OFFICE near Hotel de l'Univers.

RAILWAY to St. Etienne, Paris, Chalons, Avignon, Turin, Marseilles, &c., &c., daily, see *Bradshaw's Continental Guide*.

STEAMERS to Chalons, Vienne, Valence, Avignon, Beaucaire and Arles, daily in the summer. Fares—to Chalons, 1st class, 8 francs; 2nd class, 6 francs; time of journey, 8½ hours; time of departure, 5, 7, and 9 a.m.: to Valence, 1st class, 10 francs; 2nd class, 7½ francs; time of journey, 6 hours; time of departure, 4 and 11 a.m.: to Avignon, 1st class, 8 francs, 2nd class, 6 francs; time of journey, 8 hours; time of departure, 4 a.m.: to Beaucaire, 1st class, 22 francs; 2nd class, 17 francs; time of journey, 11 hours; time of departure, 4 a.m. Restaurants on board. Tariff—moderate.

MOST REMARKABLE OBJECTS, viz.:—The Three Bridges across the Rhone, and the six over the Saone; its sixty public squares, especially that of Bellecour, the most magnificent in Europe; Statue of Louis XIV.; Library—finest in France—100,000 volumes. Cathedral—its clock is a piece of astonishing workmanship; Hotel de Ville (antique taurobole, table of bronze, on which is engraven the harangue delivered by the Emperor Claudius to the Roman Senate, in favour of the city of Lyons); Great Hospital; the Church of the *ci-devant* Feuillans (here lie the ashes of Cinq Mars, and Thin); Church d'Ainay (Mosaic); Grotte Bazelle (ruins of ancient aqueduct); Silk Mills (the shuttles at work resemble a cataract), Pierre Encluse; Heights of Fourvieres (ascend tower, charge 1 franc), view magnificent. This mountain bears marks of the fire which took place in Nero's time, old ruins being scattered about in all directions. Observatory (view of Mont Blanc on a fine

evening); Caserne (Barracks); Theatres—Great Circus, and Des Celestins. Palais de Justice, Museum, Picture Gallery (very good), Hotel de Dieu, Manufactories of Silk, Woollens, Cotton Stuffs, Shawls, Crapes, Gold and Silver Lace, &c. Churches of Notre Dame and St. Nizier. Washing Boats on the River, &c. See *Bradshaw's Descriptive Handbook of France*.

REMARKABLE PLACES IN THE VICINITY, viz.:—Island Barbe, The Etroits, Bridge of Mulotier, (grotto and fountain), Ecule (earth for making Chinaware), and Petrifying Fountain. Cavern called Fontaine. Conflux of the Rivers Soane and Rhone.

River journey on the Rhone; time occupied, six hours. Restaurant on board. Tariff—as at Parisian hotels.

MOST INTERESTING OBJECTS, viz.:—Trauvoux; Perraches; Bridge; Villas; La Mulotière (on the right bank); Chateau Oullivis; St. Genis (above it); the Glasshouse of Pierre Bénite; Ruins of the Chateau de Chapounot; Irigny, in front; Maison Veguelin, resembling a castle (here men called Orpailleurs wash the sand for gold); Givors, a large town, whose houses have a very picturesque appearance; Canal; Village of Loire; Small Islands; Vienne; St. Colombe (on right bank); Vineyard of Côte Rotie. In the distance, towns of Auberive and Le Peage de Ronsillon; Mount Pila; Ampius; Chateau Cordelon; Town of St. Vallier; Large Flat Rock (Table du Roi); Tournon; Mont Ventoux—its summit forms two peaks. On the left bank is the Rock of Glun, with a curious chateau built on it; Mouth of the Isere; Hills, beautifully covered with vineyards, mulberry trees, &c.

The traveller can from this city adopt the
ITALIAN OVERLAND ROUTE.

(MARKED ON MAP NO. 19.)

Thence by Diligence; which leaves at 9 p.m. to

CHAMBERY.

Telegraph station; to London, 25 words, 15s. 6d.

HOTELS.—De l'Europe, very comfortable; Du Petit Paris. Tariff—The same as at Paris.

RAILWAYS to Lyons and St. Jean Maurienne.

LUGGAGE.—Conveyed by the Post Office Authorities to any part of Switzer-

land. **Tariff**—Rather high, but then no risk is incurred by its transmission.

COINS.—Francs and Centimes as in France (the Batz now no longer used.) Sovereigns worth 25 francs.

GUIDES.—Five to seven francs per diem.

HORSES AND MULES.—Nine to ten francs per diem, including groom or attendant.

Cost of living, eight to ten francs per diem at hotels, contract should be made for the former amount per day.

Cost of Pedestrian's living, five to seven francs per day.

HINTS.—Cold water should not be drunk, but a flask of cold tea should always be carried about the person. When taking up quarters near the embouchure of a lake, &c., select the highest room in the inn or hotel, keep the windows closed at night, and shut them early in the afternoon.

DILIGENCES to Geneva, 12 hours, fare 10 to 12 francs. Susa—Turin in 27 hours, via Susa, see *Bradshaw's Guide to Switzerland*.

RAILWAYS to Aix les Bains, St. Jean de Maurienne.

LAC DE BOURGET.

Population, 10,000.

MOST REMARKABLE OBJECTS.—The Market Place, Ancient Ruins, Fountain in the Place de l'Aus, Ter de l'Arquebuse, Santo Capelle, Castle built in 1230, contains a very handsome staircase, Town Hall, Academy, Poor House, Hospital, (both the latter erected by Tippoo Sahib's celebrated General, Count de Bigne, a native), Theatre, Barracks, Boulevard, Terrace, and Vernay Promenade.

IN THE VICINITY.—The environs of

this place are exceedingly beautiful and picturesque; a most extensive and grand *coup d'œil* may be obtained from the hills in the neighbourhood of the many pleasant spots by which the town is surrounded.

Thence by diligence which leaves, daily, for Turin (27 hours), and proceed *via* Mount Cenis (the views along this route are most magnificent) to

GENOA.

See page 73 of the Italian and Sicilian tour.

The Homeward Bound traveller can proceed from Alexandria, every alternate Friday, at 4 p.m., by the French Government packets to Constantinople, and thence reverse this Route.

TURIN.

Population, 126,000.

TELEGRAPH STATION.—Charge for 25 words to London, 23s. 6d.

HOTELS.—Feder, highly recommended; De la Trombetta. **Tariff**—bed, 2 francs; breakfast, 2½ francs; dinner, 4 francs; attendance, ½ franc; lights, 1 franc; wood, 1 franc.

COFFEE HOUSES.—San Carlo, Florale, Il Pastore, Le Inde, L'Universo.

DILIGENCES to Geneva, Lyons, Genoa, Milan, Venice, Chambery, Modena, Bologna, Ancona, and Rome, daily, every afternoon.

RAILWAY to Milan, Lyons, Asti, Alessandria, Bussalla, Genoa, Pinerolo, Susa, Caneo, Novara. Trains three times daily.

THEATRES.—Royal, Carignano, Antigennes, and Sutura.

MOST REMARKABLE OBJECTS.—The Cathedral, the Churches of San Maurizio, Del Corpus Domini, San Filippo, San Lorenzo, San Cristino, San Rocco, La Consalata, Royal Palace, Armoury, Gallery of Pictures, Academy of Sciences, University, Bridge across the Po; Galleries of Marquis Cambiano, Count Caratch, M. Deangeli, and M. Lavaria's Collections of Pictures, Gems, and Cameos.

MOST INTERESTING OBJECTS IN THE VICINITY.—The Superga and the Basilica, view from La Villa Della Regina.

MILAN.

Population, 180,000.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

HOTELS.—De Grande Bretagne, a remarkably good house, gives general satisfaction; De la Ville and Hotel Suisse—both good; Royale. Tariff the same as at Turin.

CAFES.—Cova (English Newspapers), Martini, Della Colonna, Reale, Europa, San Carlo.

THEATRES.—La Scala, Canobbiana, Carcano, Re, Filo Drammatico, Fiando, Arena.

AMUSEMENTS.—Public Gardens, Casino de Nobili, De Negozianti, Corso de Porta, Orientale.

DILIGENCES.—Daily to Genoa, Como, Varese, Sesto Calende, Arona, Turin, Lyons, Vijevaro, Verona, Bergamo, Cremona, Naples, &c.

RAILWAY to Lyons *via* Chambery, St. Jean Maurienne, direct, Treviglio, Monza, Caummerlata, and Venice.

HACKNEY COACHES.—For the day 26 francs, or 2 francs for the first hour, and 1½ francs for the following hours.

MOST REMARKABLE OBJECTS.—The Arch of Peace, the Brera, Collection of Pictures and Statues, Ambrosian Library, Hospitals, Casas Trivulzi and Adriani, Palazzo Litta and Paintings, Viceroy's Palace, the Archbishop's Palace, with Paintings; the Cathedral (one of the finest structures in Italy), Churches of San Carlo Borromeo, Santa Maria Della Passione, San Nazaro Maggiore, Santa Maria, San Celso, San Lorenzo, San Eustorgio, San Maurizio Maggiore, San Ambrosio, San Vittorio al Corpo, Santa Maria della Grazie (here is the celebrated painting of the Last Supper, by Leonardo da Vinci).

MOST INTERESTING IN THE VICINITY.—The Certosa, on the road to Pavia.

VENICE.

Population, 106,000.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 2d.

HOTELS.—Grand Hotel Vittoria. This newly opened hotel is conducted by able and experienced managers. Good Table d'Hôte at 2 and 5. Board and residence on the English, American, or Swiss systems; Luna and De Ville. Tariff the same as at Turin.

CAFES.—Florian, and Sutil.

STEAM BOATS, daily, to Trieste and Chioggia—average passage to the former, eight hours.

RAILWAY to Padua, Verona, Vicenza, Brescia,

Coccaglio, Peschera, Dezenzano, Lonata, Casarsa, Treviso, Milan, daily.

DILIGENCES to Laibach, Milan, Udine, Vienna.

GONDOLAS (4,000 ply daily).—1 lira per hour, with one rower.

THEATRES.—Fenice, Apollo, Malibran, San Samuele, San Benedetto.

MOST REMARKABLE OBJECTS.—The Cathedral of San Marco, the Churches of S.S. Giovanni e Paulo, S. Maria Della Salute, Frari Redentore, S. Giorgio Maggiore, Gesuiti, Scalza, Palazzo Ducale (Viceroy's Palace), Palazzo Mocenigo (Lord Byron's residence), Arsenal, Bridge, Rialto, Public Garden, a row on the Canale Grande, Glass Manufactories, Armenian Convent, Academy of Fine Arts, Monfrini, Treves, Barbiga, (beautiful Paintings and exquisite Statuary); and the Armoury of Martineugo.

TRIESTE.

Population, 84,000 (The Tergest of the Romans, on the Adriatic Sea).

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

HOTELS.—Hotel De Ville, Mr. G. Monnet et Aguet; Aquila Nera de, and France. Tariff, as at Turin.

THEATRES.—Italian Opera, Large Theatre, Anfiteatro, Mauroner, Corti, Filo Drammatico.

HACKNEY COACHES.—1 florin per hour, with two horses, and half the price with one.

DILIGENCES to Vienna, Fiume, Milan, Istria, Goritz, Udine, daily.

RAILWAY.—To Vienna, Hamburg, Dresden, Berlin: see *Bradshaw's Continental Guide*.

ELECTRIC TELEGRAPH.—Charge for 25 words to London, 22s.

STEAMERS to Alexandria to meet the Indian Mail Packets on the 5th, 12th, 20th, and 27th of every month. Fares, including Table, &c., 1st class, £16; 2nd class, £11. Passages can be secured, by application to Messrs. Hickie, Borman, & Co., 127, Leadenhall Street, London. To Greece every fortnight; Dalmatia once a week. The Levant, calling at Corfu, Syra, Smyrna, the Dardanelles, and Constantinople, every week. Venice in 8 hours; Fares there and back, 1st class, £1 8s.; daily. To Pola in 2 days; Fare, £1 3s.; To Ancona and Brindisi, twice, monthly; to Dalmatia, *via* Sussin, Zara, Pêlênico close to which are the magnificent Falls of Kerká.—Spolatio contains the celebrated Palace of Diocletian, ably described by Adams. Lesina, Curzola,

Ragusa, and the Bay of Cattaro, 20 miles long. Fare, there and back, £5 10s.

The Table Money charged on board all the Trieste Boats, where such is not included in the fare, is 1st class, 2½ florins (5s. 3d.), 2nd class, 1½ florin (3s. 2d.)

The Austrian Lloyd's Steamer to Malta *via* Ancena, Molfetta, Brindisi, Corfu, and Messina—also to Barcelona, *via* Bari (Bari), Messina, Palermo, Catania, Leghorn, and Marseilles, monthly.

MOST REMARKABLE OBJECTS.—The Cathedral (Winkelman's tomb), Exchange, Tergestio (gallery), Hospital, Cathedral, Quarantine Houses, Church of St. Antonio, Zoological Museum, Naval Academy and Museum, Triumphal Arch (Roman origin), Corso, Casino, Clubs, Principal Street, Theresian Molo, Light House, Docks, German Casino, Castle, the view from which is superb, &c.

MOST INTERESTING OBJECTS IN THE VICINITY.—The Grotto of Adelsberg, about 7 miles distant, the Quicksilver Mines of Idria, about 9 miles distant.

HINTS.—The traveller if pressed for time can take the direct route from London to Trieste, in (103 hours and 30 minutes) 4 days, 7 hours, and 30 minutes, *viz.*, and leave the British Metropolis on the 4th or 21st of every month.

London..	8 30 p.m.	Total Expenditure.	
Dover ..	11 15 arr.		
Calais ..	2 0 a.m.	1st Class.	2nd Class.
Ostend at	7 15 „		
Cologne..	8 0 p.m.	£17	£13 8s.
Leipsic ..	2 30 „		
Vienna ..	9 0 „		
Trieste ..	4 0 a.m.		

Which will enable him to rest a day at Trieste, and then embark on board the Austrian Lloyd's Boat for Alexandria, on the 5th, 12th, 20th, & 27th of every month; thence from Alexandria, to Suez, Aden, and Bombay, *via* Route No. 2, described page 112; from Aden to Ceylon, Madras, and Calcutta, *via* Route No. 3, page, 187; also to Mauritius, *via* Route No. 15, page, 248; from Point de Galle to Penang, Singapore, Hong Kong, and Shanghai, Amoy, and Manilla, *via* Routes Nos. 1, 2, 3, and 13, pages, 69, 112, 187, 232; also to Batavia, Manilla, and Borneo, *via* Route No. 16, page 250.

The traveller can also adopt from this port

THE LEVANT ROUTE,

(MARKED ON MAP No. 21.)

Travellers proceeding by this Route, must take their passage in one of the Austrian Lloyd's Com-

pany's steamers, which leave this port (Trieste), on every alternate Tuesday, at 4 p.m.

FARES, exclusive of provisions, first class, 102 florins (£5 10s.); second class, 78 florins. Luggage allowed, first class, 220 lbs.; second class, 120 lbs. Provisions 5s. per diem, and an excellent table kept.

CORFU.

ELECTRIC TELEGRAPH.—To England, *via* Malta and Cagliari.

HOTELS.—The Club, Girolamo's. **Tariff**—moderate. **BOATS.**—12s. 1d. per diem.

HORSES AND CARRIAGES.—Hired at a moderate rate.

COINS.—English money, Spanish or Mexican dollar (4s. 4d.), Neapolitan dollar (4s.), Roman dollar (4s. 2d.), 10 grains = 1d. Copper—half-pence, farthings, and grains.

STEAMERS.—Her Majesty's Mail Packets, every fortnight to and from Malta. Austrian Lloyd's Company's ditto to and from Trieste, *en route* for Zante, Athens, Syra, Smyrna, Metelin, Tenedos, and Constantinople.

MOST REMARKABLE OBJECTS.—The beautiful view, as the Harbour is approached, Citadel, One Gun Battery, Castrade's Promenade, Barracks, Theatre, Government House, &c. In the vicinity, Pantaleoné, with its magnificent views (16 miles), Benitza (8 miles). Gevino by sea, and its old Venetian Harbour. Ipsos, with its olive trees, and Karagol—thence per Austrian Lloyd's steamer to

ZANTE.

(Zakynthos of the ancients).

Population, 40,000.

HOTEL.—British. **Tariff**—moderate.

BOATS.—12s. 2d. per diem.

COINS.—The same as at Corfu.

STEAMERS.—Her Majesty's Mail Packets every fortnight to and from Malta; Austrian Lloyd's Company's ditto, to and from Trieste, *en route* for Athens, Syra, Smyrna, Meteliss.

MOST REMARKABLE OBJECTS.—Fortress, built by the Venetians, Barracks, Hospital, Lighthouse, Government House, &c.

IN THE VICINITY.—The numerous beautiful villas, and extensive currant plains on the shores.

Thence per Austrian Lloyd's steamer to Porto Leone, the ancient Piræus (5 miles) from

ATHENS.

Population, 20,000.

HOTELS.—D'Angleterre, good, but rather dear; Des Etrangers, good and reasonable. Tariff, moderate.

OMNIBUSES.—To and from Porto Leone, every hour.

COINS.—The same as at Syra.

STEAMERS FROM PORTO LEONE.—The French Government Packets to Constantinople, direct, every Sunday at 2 p.m. The Messageries Imperiales' ditto, *via* Syra and Smyrna. Ditto to Marseilles, *via* Messina, every Wednesday at 5 p.m. To Megara, in 6½ hours. To Trieste, *via* Matapan and Corfu, every Friday. To the Dardanelles, *via* Smyrna, every Wednesday, in three days. For fares, &c., see *Bradshaw's Continental Guide*.

MOST REMARKABLE OBJECTS.—The Antiquities, Acropolis, Parthenon, Ionic Temple, Propylæa Gate Way, Doric Temple (museum), The ruins of Olympian Jupiter, Areopagus, Tribunal, and King's Palace, Royal Stables, Mint, Hospital, Barracks, Theatre, &c.

IN THE VICINITY.—Many beautiful promenades and drives, also the various ruins of its ancient splendour.

SYRA.

HOTELS.—D'Angleterre, des Etrangers. Tariff moderate.

BOATS.—12 Drachmi per day.

COINS.—100 Leplas = 1 Drachmi = 8½d.
28 Drachmi and 15 Leplas = 1 Sovereign.
1 Drachmi and 30 Leplas = 1 Shilling.
11 Leplas = 1d.

STEAMERS.—The Austrian Lloyd's Steamers, to and from Trieste, Corfu, Zante, Athens; the French Government Packets to Marseilles, every Sunday at 5 p.m.; the Messageries Imperiales Company's ditto, to Smyrna, Athens, and Constantinople, every Wednesday at 2 p.m. Tariff—see *Bradshaw's Continental Guide*.

MOST REMARKABLE OBJECTS.—The view from the Harbour and its approach, Convent Church,

Bishop's Palace (which appears to rise beautifully from the water's edge), Lighthouse, Quarantine Establishment, &c.

IN THE VICINITY there are most lovely views, splendid promenades, and picturesque drives.

Thence per Austrian Lloyd's steamer to

SMYRNA.

HOTEL.—Des Deux Augustes. Tariff moderate.

BOATS.—About 5s. 2d. per day.

CARAVANS.—To Constantinople in 8 days; Aleppo in 25 days; Damascus, Koneeh, Salalia, in 6 days; and Cataya in 7 days.

STEAMERS.—The Messageries Imperiales steamers every fortnight to Rhodes, Messina, Alexandretta, Latakia, Tripoli, Beyrout and Jaffa, and Alexandria; Ditto, ditto to Constantinople and Black Sea, every Thursday at 4 p.m.; Ditto, ditto to Marseilles and Italy, *via* Syra and Malta, every Saturday at 4 p.m.; Packets to Rhodes in 3 days—see *Bradshaw's Continental Guide*.

MOST REMARKABLE OBJECTS.—Chapels, Churches, Fortifications. The Frank Quarter (which lies along the harbour), Theatre, Ruined Castle, a most magnificent Casino, Greek College, Brother Mountains, Mosques, Baths, Bazaars (unroofed), &c.

IN THE VICINITY.—The promenades and drives in the neighbourhood are picturesque and beautiful, but *banditti*, formidable in bands, and of most daring character, so infest the suburbs, that travellers should go about in parties, and carry revolvers with them. It is remarkable for the beauty of the native women (Greeks) whose appearance is considerably heightened by their handsome costume.

Thence by Austrian Lloyd's steamer, *via* Meletin and Tenedos, to

CONSTANTINOPLE.

See the Turkish Tour Route, page 83.

The Homeward Bound Traveller can proceed from Alexandria, on every alternate Friday at 4 p.m., by the French Government Packets to Constantinople, and thence reverse the Route.

SKELETON OF ROUTE No. 6.
FROM LONDON VIA DOVER, OSTEND, BRUSSELS, COLOGNE, MENTZ, LUCERNE, THE RHINE,
(JOURNEY SIX DAYS), MILAN, ALEXANDRIA, TO CALCUTTA, &c.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India via Trieste and Alexandria, by the Austrian Lloyd's Steamers leaving that port on the 5th, 18th, 20th, and 27th of every month.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Length of Journey.		Luggage Allowed Free.		Rate per lb.	Charge for Overweight.	Fares.				Extra Expenses.				Total Expenditure.											
				D.	H.	D.	H.	D.	H.	1st cls.	2d cls.			1st Class	2nd Class	Hotel.	Incidental.	1st Class	2nd Class														
				lbs	cls.	lbs	cls.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.													
88	London	Rail	1st, 3rd, 17th, 24th	..	2½	..	4	..	0	22½	100	56	4d.	1	2	0	0	18	4	0	0	0	2	8	0	3	0	1	7	8	1	4	0
88	Dover	Pkt.	1st, 3rd, 17th, 24th	..	0	..	15	..	0	4	..	56	6d.	0	15	0	0	10	0	0	0	0	2	6	0	1	0	0	18	6	0	13	6
65	Ostend	..	2nd, 9th, 18th, 25th	..	0	..	4½	..	0	4½	..	56	6d.	0	9	2	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89½	Brussels	Rail	2nd, 9th, 18th, 25th	..	0	..	1	..	0	0	..	56	6d.	1	3	4	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
150	Cologne	Rail	3rd, 10th, 19th, 26th	..	0	..	7	..	0	6½	..	56	6d.	0	13	10	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
110	Mayence	Pkt.	3rd, 10th, 19th, 26th	..	0	..	5½	..	0	8	..	56	6d.	0	10	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
269	Lucerne	Rail	4th, 11th, 20th, 27th	..	0	..	15	..	1	5½	..	10	6d.	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
771½	Rhine Journey.	..	5th, 12th, 21st, 28th to 3rd, 11th, 18th, 27th	7	1	20½	2	18½	10½	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
259	Milan	Dilig	4th, 12th, 19th, 25th	9	0½	20½	3	18½	14	19½	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1470½	Milan, via Route No. 5 to Alexandria	..	7th, 15th, 22nd, 31st	6	0	4	4	17	10	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2501½				15	4	10	16½	25	20½	20½	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* A stoppage of six days has been made here at Lucerne to enable the Traveller to make the Rhine Journey from that place, and £10 has been added to the expenses for that excursion. The Homeward Bound Traveller must reverse the Route, &c.

ROUTE No. 6.

London to Dover, see Route No. 1. Page 69.

OSTEND.

Population, 15,000.

HOTELS.—Mertian's New, first-rate, comfortable, and prices reasonable; D'Allemagne, first-rate German house. **Tariff**—Bed, 2 francs; breakfast, 1½ franc; dinner, 2½ francs; attendance, ¾ franc; light, 1 franc; firing, 1 franc.

TELEGRAPH STATION.—Charge for 25 words to London, 13s. 6d.

CAFES.—Pavilion, Royal.

English Ale at Appleton's Ship Hotel (where Cheshire Cheese may be had).

NEWSPAPERS of all nations to be found in the Literature Society at the Hotel de Ville (Town Hall.)

HACKNEY COACHES.—viz:—

VIGILANTES.—In the town, 1 franc per hour; out of town, 1½ franc.

OMNIBUSES to and from the Railways. Fares, ½ franc per turn.

MOST REMARKABLE OBJECTS.—The Digne, Lighthouse, Bathing Places, Ramparts, Churches, Casino, Town Hall, Fortifications, Shooting Gallery, and Theatre, &c.

INTERESTING OBJECTS IN THE VICINITY.—The Cabinet of Curiosities belonging to M. Paret at Skykens, 1 mile distant on the Bruges road.

HINTS.—No traveller should omit tasting the oysters, they are excellent; and if he is a smoker he should lay in his stock of cigars here, as they are exceedingly good.

BRUSSELS.

Population, 145,000.

HOTELS.—De Belle Vue, De l'Univers, De Saxe (close to the Railway), De l'Europe, De Hollande (within centre of the city). See also *Bradshaw's Continental Guide*.

BOARDING HOUSES.—Madame Dubruy's, 51, Rue de Naples; Mrs. Haydon's, 47, Avenue de la Toison d'Or, Porte Louise.

TELEGRAPH STATION.—Charge for 25 words to London, 13s. 6d.

NEWSPAPERS.—The English and French journals are to be seen at all the Hotels and Boarding Houses, and at the Library and Reading Rooms, 74, Montagne de la Cour.

PASSPORT OFFICES:—

France—1, Rue des Petits Carmes.

England—Rue Belliard Quartier Leopold.

Austria—9, Do. Do.

Prussia—Rue des Orangeries, No. 2.

HACKNEY COACHES.—A Course (drive), 1 franc; 2 horses (drive), 1½ franc; single horse, 1½ franc; 2 horses, 2½ francs per hour; Valet de Place, 5 francs per day.

RAILWAY TERMINI.—The Northern Line, at the Porte de Cologne; the Southern Line, at the Station du Midi; Direct Line, the Great Luxembourg Railway Station, at the Quartier Leopold.

POST OFFICE.—Top of Rue de la Montagne. Postage stamps are universally used. One-third of an ounce, 10 centimes for 50 kilometres (18½ English miles); one-third of an ounce, 20 centimes for any distance above 18½ English miles; 40 centime stamps are used between Belgium and France. Office hours, 5 to 9.

MAIL COACHES.—To Waterloo, daily (Sundays excepted). Fares, 6 francs there and back, which includes being taken round the Field of Battle. Office to secure places at Suffell's, No. 17, Ru Villa Hermosa, Montagne de la Cour.

MOST REMARKABLE OBJECTS.—The Boulevards, Parks, Noble Streets, Palaces, Rues Royale and de la Lor, Place de Congrès, and the magnificent view therefrom, Hotel de Ville (the beautiful Gothic Spire), Manniken Fountain, Churches of St. Gudule (St. Sacrament Chapel, its fine painted window and beautiful carved pulpit), Cathedral with Tristés Monument, La Chappelle, Sablon, St. James', the English, Evangelical, and German Chapels, Concert Noble, Chamber of Representatives, Palace of Fine Arts, &c., Duke d'Arenberg's Gallery of Pictures, Botanical Gardens, Theatres Royal de la Marmalé, des Galeries Saint Hubert, Mint, Observatory, Squares, Fountains, Public Baths (tariff, 2 francs, and Portable Baths at residences, 2½ francs.)

INTERESTING PLACES IN THE VICINITY.—The Field of Waterloo (Sergeant Martin Viseur, and Sergeant Deligne, are the best guides, and charge 1 franc each person), Gemappe, Nivelles, &c.

HINTS.—Travellers should select their Hotel, and not place the least reliance on the recommendation of cab or omnibus proprietors or drivers, and proceed from the Railway direct thereto:

COLOGNE.

Population, 85,000.

TELEGRAPH STATION.—Charge for 25 words to London, 13s. 6d.

HOTELS.—The Royal, Disch, De Holland, De Belle Vue, De Cologne, Hilger's, Frederic, De Bruxelles, D'Angleterre, Great Rheinberg, and De Germanie, all good houses.

HACKNEY COACHES.—Droschken, each turn of 15 to 20 minutes, with 1 or 2 persons, 5 silvergroschen, or 6d.; ditto, for 3 or 4 persons, 10 silvergroschen, or 1s.; ditto, for an hour, 15 to 20 silvergroschen or 1s. 6d. to 2s.

STEAMBOATS to Coblenz, up and down the Rhine, Bonn, Dusseldorf, and Nymegen, daily.

MOST REMARKABLE OBJECTS.—The Cathedral, Gereon's Church, Town Hall, Diorama, Public Gardens at Deutz, Fortifications, Bridge of Boats across the Rhine, Chapel of the Three Kings, Sepulchre of Maria of Medicis, St. Peter's Church (the Crucifixion of Peter by Rubens), Church of St. Ursula, the Jesuits' Church (the clocks of which are cast out of the guns taken at Magdeburg), the birth place of Rubens, No. 10, in the Stern-gasse, the house in which Maria of Medicis died, the Apostles' Church, the Museum, the Toy House, the Senate House and Hausaroom, the Churches of St. Mary, St. Cunibert, St. Peter, Assumption, the Convent, Exchange, and Casino, &c.

HINTS.—The only vendor of true Double distilled Cologne Water is J. M. Farina, City of Milan, 129, High Street, Hohe Strass.

MENTZ (MAYENCE).

TELEGRAPH STATION.—Charge for 25 words to London, 15s. 6d. Population, 35,000.

HOTELS.—D'Angleterre, a first-rate Hotel, in front of the bridge, and commanding a view of the Rhine; Rheinischer Hof (Rhine Hotel). Tariff—the same as at Ostend.

HACKNEY COACHES.—In the town, one or two persons, 15 minutes, one horse, 12 kreutzers; ditto, two horses, 18 kreutzers.

RAILWAYS to Mannheim, Basle, and Lucerne.

MOST REMARKABLE OBJECTS.—The Castle, Fortifications, Cathedral, Park, Bridge of Boats, Guttenberg's Statue, Theatre, Parade, Cattle Market, Tennis Court, Hay and Flax Markets, Teutonic House, Citadel, Dalberg Palace, Casino, Schröder, Ecchelstein, the Favorite (promenade), Museum, Colosseum (commemorating the invention of printing), St. Joseph's Chapel, and Post Office, Park.

IN THE VICINITY are Eberbach Convent, Hatlenheim, Geisenheim, Rudesheim, Johannisberg, (all famous for their wines,) and at the latter, Prince

Metternich's Castle, Bingen, Old Ehrenfels Castle, Mänsethurm, Rheinstein, Bacherach, Gutenfels, Oberwesel, Lurley Rock, St. Goar, Bornhofen Convent, Boppard, and Stolzenfels, &c. The Powder Magazine in the Fortress exploded on the 18th November, 1857, and destroyed many lives, and the churches of St. Stephen and The Evangelical, also the English Ladies' School.

HINTS.—Thence the traveller proceeds per railway, via Mannheim and Basle, to

LUCERNE.

TELEGRAPH STATION.—Charge for 25 words to London, 17s. 6d. Population, 8,000.

HOTELS.—D'Angleterre, Des Suisses, Des Balances, Englisher Hof, and Du Cygne. Tariff the same as at Basle.

STEAMBOATS—Daily, on the lake.

DILIGENCES—Daily, to Berne and Zurich.

MOST REMARKABLE OBJECTS.—The Lake, Bridges, View from the Hafbrücke, Wasserthurm Tower, Church of St. Leger, the Wall enclosing the Great Tower, Canal, Government House, Cathedral, Jesuits' College, Convent, Schools, Gymnase, Hospitals, House of Correction, Town Hall, Mint, Custom House, Public Libraries, the Statue of a Lion, by Thorwaldsen, Monument to the Swiss Guards, Swiss Chapel (altar covering, worked by the Dauphiness of France), the Plan, (in relief,) of part of Switzerland, Post Office, the Villa Allenwinden.

MOST INTERESTING OBJECTS IN THE VICINITY.—The celebrated mountains, Pilatus and Righi.

Milan to Alexandria (see Route 5, pages 207 to 212).

THE RHINE JOURNEY.

If the traveller is desirous of making the Rhine journey, he must take his departure from London six days earlier, which will enable him to accomplish that object, and still overtake the mails at Trieste, allowing himself a night's rest, so as to be ready to embark on board the Austrian Lloyd's boats at that port.

STARTING PLACES to explore the inland beauties of the Rhine, viz.:—Bonn, Coblenz, Mayence, and Bingen.

MOST REMARKABLE AND INTERESTING OBJECTS AT EACH PLACE, AND IN THEIR VICINITY:—

DUSSELDORF.

Population, 31,000.

HOTEL.—Breidenbacher and De l'Europe. Tariff—Bed, 2 francs; breakfast, 2½ francs; dinner, 3

francs; attendance, $\frac{1}{2}$ franc; lights, 1 franc; fire, 1 franc.

REMARKABLE OBJECTS.—Statue of the Elector in Market-place, Barracks, Churches of St. Lambert, Cordeliers, and Jesuits, Castle, Town Hall, Gallery of Paintings and Drawings, Bridge of Boats across the Rhine, Theatre, Public Gardens, Manufactories.

NEUSS.

HOTEL.—Rheinischer Hof. Tariff the same as at Dusseldorf. Population, 7,000.

INTERESTING OBJECTS.—Garden and Collection of Natural History, the Gate built by Drusus, Palace.

ANDERNACH.

HOTEL.—Hackenbruch, very good, and moderate charges; landlord exceedingly attentive. Tariff the same as at Dusseldorf. Population, 3,000.

INTERESTING OBJECTS.—Its Mill stones, and Stones for making Cement, Gate, Ruins of a Palace Baths (Roman origin), Church, Old Tower, Roman Tombs (on the hill of Kirchberg), Roman Altar (in the Oak du Garden).

IN THE VICINITY.—Ruins of the Convent of the Noble Ladies of St. Thomas, Castle of Frederickstein, Village of Irrlich—the Laacher Lake may be visited from this place, distant $6\frac{1}{2}$ English miles; carriages for the excursion can be hired at the Lily Hotel.

NEUWIED.

Population, 5,200.

HOTEL.—Moravian, Gasthaus der Brudergemeine, and Wildman, and Khienher. Tariff the same as Dusseldorf.

MOST REMARKABLE OBJECTS.—Abbey of Romersdorf, Flying Bridge across the Rhine, Manufactories of Watches, Jewellery, &c., Castle, the Gardens, the House of the Moravian Brothers, School, Gymnasium, Museum of the Natural History of the Brazils.

IN THE VICINITY.—Chateau of Mourepos, distant 6 miles; behind Biber, remains of an old castle—part of the fortifications in good preservation.

WEISSENTHURM.

REMARKABLE OBJECTS.—White Tower, Monument to General Hoche. Population, 600.

MÜHLHOFEN

(Between the mountains by which the Sayn flows into the Rhine.)

MOST REMARKABLE OBJECTS.—Ruins of the Old Castle of Sayn.

ENGERS.

MOST REMARKABLE OBJECTS.—Castle, Park, Sand bank, Salmon Fishery.

NIEDERWORTH.

MOST REMARKABLE OBJECTS.—Convent (the ruins), the Church. Population, 600.

DUISBURG.

HOTEL.—Post, Rheinischer. Population, 7,000.

MOST REMARKABLE OBJECTS.—Manufactories, Valley of Ruhr (beautiful scenery), Coal Mines.

ELBERFELD.

HOTEL.—Herminghausen. Population, 85,000.

RAILWAY to Dusseldorf, Cologne, Schwerin, Dortmund, Minden, Hanover.

MOST REMARKABLE OBJECTS.—Manufactories of Linen, Woollen Cloth, Fringes, Bed Tickings, Thread, Thread-lace, Dyeing with Turkish Red and Silk.

BONN.

TELEGRAPH STATION.—Charge for 25 words to London, 13s. 6d. Population, 20,000.

HOTELS.—Kley, Golden Star, De Belle Vue, and Royal, all good.

STEAMBOATS up and down the Rhine.

RAILWAY to Cologne in one hour.

MOST REMARKABLE OBJECTS.—University. Here His Royal Highness the Prince Consort of England finished his studies; Library, Minster, Collegiate, Jesuits' and St. Remi Churches, and Paintings therein, House of Beethoven, Beautiful Walks, Tombs near the Kreuzberg, Hofgarten, Poppelsdorf Avenue.

KONIGSWINTER.

HOTEL.—De Berlin, De l'Europe.

(The beauties of the Rhine begin at this town).

MOST REMARKABLE OBJECTS.—Hill (the view from which is most magnificent). Drachenfels, and most lovely walks all about the *locale*.

OBERWINTER

(An ancient borough).

MOST REMARKABLE OBJECTS.—The semicircle of mountains in which this borough is situated.

RHEINBREITBACH.

MOST REMARKABLE OBJECTS.—Castles, Towers, Mines of Birnberg and Marienberg.

UNKEL RAPID,

Produced by the cliffs on the bed of the stream. **APOLLINARISBERG.** Its splendid Gothic church

and convent. **ERPEL.** Just below this place is a basaltic mountain, 700 feet high, called the Erpeler Ley. Vines. **SINZIG.** From this place commences the Valley of the Ahr, the scenery of which is wild in the extreme. **UNTERKRIPPE.** Flying bridge to Linz.

LINZ.

Population, 6,000.

STEAMERS up and down the Rhine.

MOST REMARKABLE OBJECTS.—Castle, Town Walls, Pavement of the Town, Mines of Copper, Iron, Lead, &c.

SCHWALBACH AND SCHLANGENBAD

The traveller should peruse Head's "Bubbles from the Brunnens to Nassau," for a description of these places, both of which are celebrated for their scenery.

CONVEYANCES.—Eilwagen from Coblenz and Wiesbaden.

KESSELHEIM.

Ruins of Schinbornlust, and near the junction of the Moselle and Rhine; Monument to General Marceau.

RHEINECK.

Fine Castle and Garden, Eltville, Beautiful Villas, Ebberbach, Convent and Monuments. Hattenheim, Geisenheim, Rudesheim, Johannisberg; all celebrated for their wines, and at the latter is the Palace of Prince Metternich.

NEUENDORF.

Timber Rafts.

COBLENZ.

Population, 29,000.

TELEGRAPH STATION.—Charge for 25 words to London, 13s. 6d.

HOTELS.—De Bellevue, Du Geant, both good. Tariff the same as at Dusseldorf.

STREAMERS to Mannheim, Mayence, Biebrich, Bonn, Cologne, Dusseldorf, Rotterdam.

CAFE.—Pfadler du Theatre.

DILIGENCES to Frankfort (10 hours), Giessen (13 hours), Aix-la-Chapelle (13 hours), Trier (15½ hours).

MOST REMARKABLE OBJECTS, VIZ.:—The Fortress Ehrenbreitstein, Barracks, Bridge of Boats, View from the Fortress, Squares, Avenue of Trees, Old Castle, Bridge over the Moselle, Church of St. Castor—its four towers, Tombs, Cellars under the Grammar School, containing about 400,000 bottles of Rhine and Moselle Wine, Fortifications.

MOST INTERESTING OBJECTS IN THE VICINITY.—Mosselweiss (a pretty village), Metternich (at the foot of the Krümmelberg), Pfaffendorfer Höhe, Chartreuse, Castle of Stolzenfels, Kuhkopf Hill, Lahnstein, Sayn, Rommersdorf (abbey), Laach (lake and abbey), Ems, Hotel de Russie celebrated watering-place, 11 miles from Coblenz.

HORCHEIM

Island of Oberworth is opposite, and contains the seat of Count Pfaffenhofen, formerly a nunnery.

STOLZENFELS.

Fine Castle here (Queen Victoria was most magnificently entertained by His Majesty the King of Prussia, in 1845); splendid prospect up the Rhine, to the valley of the Drinkholder Spring; Beautiful Valley of Lahn, opposite; the View down the River to Coblenz, and the Mountains of Andernach in the distance.

FERRY to Lahnstein, and to the mouth of the Lahn, above which are the ruins of the Castle on the top of the Rock.

CARRIAGE ROAD to Ems, up the right bank of the river.

OBERLAHNSTEIN.

Red Building (once a castle) at the edge of the river; Small White Chapel among the trees.

RHENSE.

The Königstuhl—its hall and seven stone seats.

BRAUBACH.

Copper and silver mines.

MARKSBURG.

Fortress (dungeons cut in the rock), Mysterious Passages, Hundloch, Folterkammer (Chamber of Torture), Cell in which the Emperor Henry IV. was confined; Donjon Keep, from which is a splendid view.

BOPPART.

Population, 4,600.

HOTELS.—Du Rhin, Marianburg, and Post.

MOST INTERESTING OBJECTS.—Castle, Chapel, Roman Castrum. Its situation extremely beautiful, Architecture of its narrow and dark streets curious.

SALZIG.

Plantation of Cherry Trees, Ruins of Sternberg and Liebenstein (opposite, on a lofty rock), Convent of Bornhofen, in a narrow valley.

EHRENTHAL.

Mines of Silver, Lead, and Copper.

WELMICH.

Fine old Church, Castle of Thurmburg.

MARIENBERG.

Convent (now a cold water cure establishment), ruins of Rheinfels, village of St. Goarhausen (opposite), rocks of Lurley and Sieben Jungfrauen.

ST. GOAR.

Population, 1,500. Salmon fishery, finest scenery of the Rhine in this vicinity, dangerous rapid (the Bank), whirlpool Gewirr.

ST. GOARHAUSEN.

Population, 800. Old walls, Swiss valley (beautiful in the extreme), Castle of the Cat, ruined Castle of Reichenberg (distant $1\frac{1}{2}$ mile), Lurleyberg (perpendicular precipice), grotto (Echoes of Lurley)

OBERWESEL.

Population, 2,500. Church of Our Lady, St. Martin's (picture of the Descent from the Cross), Tower, village of Engehölle are both worth a visit, and ruins of Schönberg castle.

CAUB.

Castle of Gutenfels, the Pfalz (old castle), dungeons (under it), slate quarries (in the valleys).

BACHARACH.

Population, 1,800.

Ruins of the chapel of Werner, large stone altar of Bacchus, church of St. Peter, and Slahleck Castle, the Twelve Towers.

LORCH.

Population, 1,800.

Embouchure of the Wisserbach, its beautiful valley, Devil's ladder, ruins of Nollingen Castle.

RHEINDLIBACH.

Round tower, church, carved stone cross.

RHEINGAU.

Region of castles and vineyards.

NIEDER HEIMBACH.

Ruins of the Castle of Heimbach and ruined turrets of Sonneck.

ASSMANSHAUSEN.

Mineral spring, Rossel Tower (beautiful view from it), the Niederwald should be ascended here, Mäuseturm (a ruin), Mühlstein (a rock wherein is buried the heart of Alderman Vogt, of Frankfurt, the celebrated author of works on the Rhine).

KREUZNACH.

MOST REMARKABLE OBJECTS.—The scenery in the valley of the Nahe. Population, 9,000.

BIEBERICH.

CONVEYANCES.—Railway to Wiesbaden and Frankfurt.

STEAMERS up and down the Rhine, daily.

MOST REMARKABLE OBJECTS.—Palace of the Duke of Nassau, Gardens.

CASTEL.

Population, 2,500.

MOST REMARKABLE OBJECTS.—Bridge of Boats, Jetty belonging to Cologne company.

OPPENHEIM.

Population, 2,500.

MOST REMARKABLE OBJECTS.—Church of St. Catherine's (its tombs, sculptures, and stained glass).

GERNSHEIM.

MOST REMARKABLE OBJECTS.—Monument to Pierre Schoeffer, an early printer. Population, 3,000.

HOMBURG.

HOTELS.—De Hesse, first-rate, and highly recommended. Population, 4,000.

MOST REMARKABLE OBJECTS.—Baths, the view of the Taunus mountain.

WILHEMSBAD

HOTELS.—The Ducal Palace, Bath House, and Kursaal.

MOST REMARKABLE OBJECTS.—Baths and Picturesque scenery.

WORMS.

Population, 8,360.

TELEGRAPH STATION.—Charge for 25 words to London, 15s. 6d.

HOTEL.—Gasthof Zum Alten Kaiser, comfortable and moderate.

MOST REMARKABLE OBJECTS.—Cathedral churches, public buildings, tree (under which Luther rested on his way to the Diet held here in 1521), markets, &c., in the vicinity.

ROSENWALD,

Beautifully situated on an Island, the scene of the Poem "Niebelungen Lied."

HEIDELBERG.

TELEGRAPH STATION.—Charge for 25 words to London, 15s. 6d. Population, 13,000.

HOTELS.—De Hollande, Adler, Prinz Carl, Baierischer, Court of Baden, Muller's (Private Family) Tariff—The same as at Mannheim.

MOST REMARKABLE OBJECTS.—Castle, University, Gardens, the Great Tun of Heidelberg, which will hold 283,000 bottles of wine.

MOST INTERESTING OBJECTS IN THE VICINITY.—Heiligenberg (with its ruins), wolf's crunnen, Abbey Neuberg, Kaiserstuhl (with a tower and monument to the Emperor Francis), The Riesenstein (giant's stone, with a fine view of town and castle), Odenwald (mountainous region).

HACKNEY COACHES.—With one horse, $\frac{1}{2}$ hour, 12 kreutzers; with two horses, 18 kreutzers.

NEWSPAPERS in the Museum.

DILIGENCES to Stuttgart and Würzburg, daily.

SPEYER.

Population, 9,500.

RAILWAYS.—To Paris, Worms, Mayence, &c.

MOST REMARKABLE OBJECTS.—Cathedral, Church of St. Trinity, Altportel.

LEOPOLDHAFEN.

Small village; passengers going to Carlsruhe are landed here.

BADEN-BADEN.

TELEGRAPH STATION.—Charge for 25 words to London, 17s. 6d. Population, 6,000.

HOTELS.—Court of Baden, de Hollande, Victoria, Du Rhin, De Russie, all good.

RAILWAYS.—To Carlsruhe, Heidelberg, Mannheim, Frankfort, &c.

TARIFF OF HOTELS.—Bedrooms, 1 to 2 florins; sitting rooms, 2 to 5 florins; breakfast, 1 to 2 florins; dinner, 2 to 3 florins; tea or coffee, 48 kreutzers; attendance, 1 franc.

LODGING HOUSES.—40 to 500 florins per month.

MOST REMARKABLE OBJECTS.—Baths, Conversation House, Balls and Reunions, Reading Room, Library, Theatre, Drinkhall, Lichtenthal Oak Avenue, Baths, Post-Office.

HIRE OF CONVEYANCES.—A carriage per hour, 1 florin 20 kreutzers; horse per diem, 4 florins

40 kreutzers; ditto 4 hours, 2 florins 20 kreutzers; donkeys per diem, 2 florins 12 kreutzers; ditto 4 hours, 1 florin 6 kreutzers.

STEAM BOATS to Mannheim, Mayence, Cologne, Rotterdam, Strasbourg.

KEHL.

TELEGRAPH STATION.—Charge for 25 words to London, 13s. 6d.

HOTELS.—De l'Agneau Blanc, good and moderate. **OMNIBUS** to Strasbourg and hotels.

MOST REMARKABLE OBJECTS.—Bridge of Boats across the Rhine to Strasbourg, Monument erected by Napoleon to General Dessaix (it stands on a pyramid, and has four beautiful basso-relievos).

FRIEBURG.

TELEGRAPH STATION.—Charge for 25 words to London, 15s. 6d. Population, 1,400.

HOTELS.—Zahringerhof, D'Allemagne.

DILIGENCES daily, to Schaffhausen, Constance, passing through the grand and beautiful scenery of the Hollenthal, and which affords a magnificent view of the Alps.

RAILWAYS to Baden, Carlsruhe, Basle, Kehl, Heidelberg, Frankfort.

MOST REMARKABLE OBJECTS.—The Minster, University, the Company's Hall, St. Ludwig's Church, Protestant Church.

IN THE VICINITY.—The Schlossberg, Alt Berelsch Monastery, Bad Pfersich, Allee-garten, Renngarf, and the small castle.

LENZKIRCH.

A small picturesque town. Schaffhausen 10 hours, and Constance 14½ hours distant.

REMARKS.—Below Bonn, towards Cologne, or above Mentz, there is not anything remarkable. At the Seven Mountains (20 miles above Cologne) begins the scenery, which is extremely fine, until Coblenz is reached. Coblenz to Mayence, the views are very picturesque. Between Mentz and Bingen, (on the right shore of the Rhine) belongs to Nassau, and left to Hessia. From Bingen to Coblenz, the right to Nassau, and left to Prussia. From Coblenz downwards, both shores, to Prussia.

SKELETON OF ROUTE No. 7.

FROM LONDON, VIA DOVER, PARIS, STRASBURG, BASLE, BADEN, ZURICH, CHUR, COLLIÇO, COMO, MILAN, TO CALCUTTA, &c.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure to proceed to India, viz Trieste and Alexandria, per Austrian Lloyd's Steamers leaving that port on the 5th, 12th, 20th and 27th of every month.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Length of Journey.		Luggage Allowed Free.		Charges for Overweight.	Fares.		Extra Expenses.		Total Expenditure.	
				D.	H.	M.	D.	H.	M.	1st cl.	2d cl.		1st Class.	2nd Class.	Hotel.	Incidental.	1st Class.	2nd Class.
—	London to Paris, via Route No 1,	Rail & Pkt.	7th, 14th, 23rd, 31st	11	30		0	0	30	100	56	£d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	Paris	..	3rd, 10th, 17th, 26th	..	..	..	2	0	0	..	..	..	..	..	..	..	..	..
70½	To Basle	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	Baden	Rail	..	21	..	..	0	26	0	56	56	6d.	2 8 0	1 18 0	0 5 0	2 0 2	2 15 0	2 5 0
13½	Zurich	Rail	..	..	45	..	..	0	45	..	..	..	0 1 8	0 0 10	0 10 0	..	0 16 8	0 15 10
106	Chur	Dilig.	5th, 13th, 20th, 29th	12	..	..	3	0	0	..	..	..	0 8 6	0 7 6	0 10 0	..	1 0 0	1 0 0
112	Collico	Dilig.	7th, 14th, 21st, 30th	14	..	..	0	14	0	..	..	..	1 8 0	1 0 0	1 9 0	..	2 8 0	2 0 0
30	Como	Stm	8th, 15th, 22nd, 31st	..	..	..	0	10	0	..	..	..	0 8 0	0 6 0	0 10 0	..	0 10 0	0 10 0
28	Milan	Rail	..	1	30	..	..	0	30	..	..	..	0 7 0	0 6 0	..	..	0 7 0	0 6 0
1470½	Trieste to Alexandria Via Route No. 5.	Rail Pkt. Stm	8th, 15th, 22nd, 31st 2nd, 10th, 17th, 25th 7th, 15th, 22nd, 30th 2nd, 10th, 17th, 25th	6	0	10	4	17	0	336	168	£2 2½ cwt.	18 12	6 13 17	6 1 3	0 1 15	0 21 10	6 16 15
2500½		..	Days	8	12	55	9	21	30	..	..	..	26 0	8 20 0	8 1 2	2 18 0	36 18	10 30 10

The Remainder of the Route the same as laid down in Skeletons No. 1, 2, 3, pages 69, 112, and 187.
The Homeward Bound Traveller must reverse the Route.

ROUTE No. 7.
LONDON TO PARIS.
 (See Route No. 1, page 70.)

HINTS.—The Traveller then proceeds *via* Strasbourg to

BASLE.

Population, 25,000.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

HOTELS.—De la Tete d'Or, Du Sauvage, Les Trois Rois, Krone and Kopf. **Tariff**—Room, 2 francs; breakfast, 2½ francs; dinner, 3 francs; coffee, 1 franc; attendance, ¼ franc; fire, 1 franc; lights, 1 franc.

DILIGENCES to Switzerland and Germany, daily.

RAILWAYS to Strasbourg, Paris, Mannheim, Heidelberg, Baden, Offenbourg, Freiburg, Colmar, Mulhouse, and Lucerne.

MOST REMARKABLE OBJECTS.—The Cathedral, Town Hall, Arsenal, University, Library, Tombs of celebrated characters in the Cathedral, viz.:—Erasmus, Anne, wife of the Emperor Rodolph, of Hapsburgh. Post Office, Gallery of Paintings of the younger Holbein, M. Vischer's Garden, Platz (promenade), Bridge across the Rhine, Forcard's Garden (Tomb of Madame Forcard), &c.

MOST INTERESTING OBJECTS IN THE VICINITY.—Arlesheim, distant 1½ league; here may be seen the finest garden in Switzerland, and ruins of Castle Birseck Dornach. The Battle Field (that conflict took place on the 22nd July, 1499). St. Jakob, about half a league from Basle, celebrated for its cemetery, hospital, and battle-field, which took place in 1444, between the Swiss and the French, &c.

BADEN, (Switzerland).

HOTELS.—Lion, Balance, Feihof, Limma Hof, Corbeau, Lion, Stodshof, Schlossberg. **Tariff** the same as at Paris. See page, 70.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

CONVEYANCES.—Railway to Zurich.

MOST REMARKABLE OBJECTS.—New Castle, Baths, Beautiful Walks near the town, Town Hall, Two Convents, Hospital, House of Correction, Milestone near the New Castle, Remains of a Causeway, Curious Clock and Sun Dial in the Tower, Hermitage Bauerngut, Old Castle Ruins, Teufelskeller, the Hills of Hertenstein and Martensberg, &c.

ZURICH.

Population, 19,000.

TELEGRAPH STATION.—Charge for 25 words to London, 17s. 6d.

HOTELS.—Bauer, first-class; Belle Vue, facing the lake, good, reasonable and comfortable; Krone—**Tariff** the same as at Baden.

CONVEYANCES.—Rail to Baden, Brugg, Winterthur, Romanshorn, and St. Gall.

DILIGENCES to all parts of Switzerland.—see *Bradshaw's Guide to Switzerland*.

STEAMERS to Wallenstadt. Travellers by this boat can reach Horgen in one hour, and a diligence from that place goes to Arth at the foot of the Righi,

which it reaches at two o'clock. Fare, 5 francs. The traveller might ascend that mountain the same day—the view from the summit is one of the lions of Switzerland.

MOST REMARKABLE OBJECTS.—The shores of the Limpid Limmat, Grande Ville, Petite Ville, Hills of Lindenhoff and St. Pierre, suburbs of Thalacker and Stadelhozen, Cathedral, Church of the Abbey of Our Lady, Promenades, viz., Lindenhof, Katze. Bauschauze, Baugauten, Tower of Kratzthurm, Shooting House, High Promenade, Giesberg Bastion, Great Promenade, Fortifications, Museum, Lake of Zurich, Library, 40,000 vols. and 4,000 medals, Asylum for the Blind, Corn Market, Post Office, Arsenal, Museum, Gesner's Monument. Hutliberg, three miles distant, which is 3,000 feet high, and from the summit a most lovely view of the country is obtained.

COIRE (CHUR).

Population, 5,000.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

HOTELS.—La Croix Blanc, Le Capricorne, and La Poste.

DILIGENCES to Zurich, Milan, and St. Gall.

MOST REMARKABLE OBJECTS.—The Cathedral, Episcopal Palace, Catholic School, Town Hall, Library, Lyceum, Roman Catholic Church (very ancient). In the vicinity are beautiful views of the Galander, Rhine Valley, and Glaciers of Bodus, Cascades, Lurley Baths, Aroschka Fountain, and Albula Valley, all well worth a visit.

COLLICO.

Small village not containing anything very interesting.

COMO.

Population, 20,000.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

HOTELS.—Angelo, Corona. **Tariff** the same as at Baden-Baden.

DILIGENCES daily to Milan, Monza, &c.

RAILWAY daily to Milan, Monza.

STEAMERS run on the Lake.

MOST REMARKABLE OBJECTS.—Cathedral, Town Hall, Churches, Theatre, Statue of Volta, Gateway of the City, Palazzo Giovio, Silk, Woollen, Cotton Yarn, and Soap Manufactories. *Most interesting in the vicinity.*—The Lake (the most beautiful in Italy), Blevio with many beautiful villas, especially that of Madame Pasta (the celebrated singer), Villa Taverna, Borgovico, Villa Raimondi, Rovenna, Villa d'Este (once the residence of the late Queen Caroline, consort of George IV.); Torno, Villa Phiriana, Cascades of Moltrasco, Molina, Nesso, Lovedo, Castles, Gardens, Bellagio (the most beautiful place on the lake); Villas of Serbelloni and Melzi, Treucizzo, celebrated villa Sommariva, belonging to the Princess Albrecht of Prussia, Codenabbia, Varenna, Cascade of Bellano, Gravedona Domaso, Villa Calderara, Villa Larquer, &c.

MILAN TO ALEXANDRIA.

(See Route 5, pages 206 and 207.)

SKELETON OF ROUTE No. 8.

FROM LONDON VIA DOVER, OSTEND, COLOGNE, MENTZ, ULM, INNSBRUCK, VERONA, VENICE,
TRIESTE, ALEXANDRIA, TO CALCUTTA, ETC.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India, <i>via</i> Trieste and Alexandria, by the Austrian Lloyd's Steamer leaving that port on the 5th, 12th, 20th, and 27th of every month.	Length of Journey from Station to Station.				Length of Stoppage at Station.		Total Length of Journey.		Luggage Allowed Free.		Charge for Overweight.	Fares.				Extra Expenses.		Total Expenditure.									
				D.	H.	D.	H.	D.	H.	1st cls.	2d cls.	1st Class.	2nd Class.		Hotel.	Incidental.	1st Class.	2nd Class.												
502½	London to... Mayence per Route No 6. Page 212.	Rail & Rail	5th, 13th, 20th, 29th 6th, 14th, 21st, 30th	1	6½	1	2½	2	14	100	56½d.	4	3	4	1	16	2	0	15	0	6	14	6	5	10	6				
186½	Ulm.....	..	7th, 15th, 22nd, 31st	0	9½	0	2½	0	12	10	10	6d.	1	10	0	0	8	0	0	2	0	2	0	0	1	18	0			
180	Innsbruck	Dilig	1st, 8th, 16th, 23rd	1	4	0	2	0	22	60	60	6d.	1	2	0	1	2	0	0	3	0	1	10	0	1	10	0			
224	Verona	Rail	2nd, 9th, 17th, 24th	0	3½	0	2	0	8	56	56½d.	1	5	0	1	5	0	0	8	0				0	13	0	0	10	0	
66½	Venice	..	2nd, 9th, 17th, 24th	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
1280	Venice to Tri- este & Alex- andria, via Route No. 5	Pkt.	1st, 10th, 17th, 25th	6	0	4	17	10	17	336	168½cwt.	18	12	6	1	3	0	1	15	0	21	10	6	16	15	6				
3430½	Miles.	..	Days 9	18½	6	16	0½	..	..	..	..	..	27	5	6	20	1	6	3	12	2	2	15	0	35	1	0	27	17	0

The remainder of the Route the same as laid down in Skeletons Nos. 1, 2, and 3. See pages 69, 112, and 187.
N.B.—The Overland Mail, via Trieste, takes this route, but from Trieste the courier proceeds via the Friaul Sacile, Niederndorf, Brizen to Innsbruck in 24 hours, not passing through Venice. The Homeward Bound Traveller must reverse the Route, &c.

ROUTE No. 8.

LONDON TO MAYENCE (MENTZ).

(See Route 6, page 212).

HINTS.—The traveller then proceeds per railway, via Mannheim and Bruchsal, to

ULM.

Population, 16,000.

TELEGRAPH STATION.—Charge for 25 words to London, 17s. 6d.

HOTELS.—Post and Hirsch.

STEAMBOATS to Stuttgart in 8½ hours, Augsburg in 8½ hours, Friedrichshafen in 12 hours, Füssen in 16 hours (an excellent starting point for the Tyrol), Nurnberg in 24 hours, and Schaffhausen in 19 hours.

RAILWAYS to Munich, Augsburg, &c.

DILIGENCE to Innsbruck.

MOST REMARKABLE OBJECTS.—The Minster, Town Hall, Gates (5), Palace, Government Palace, Clock in the Town Hall, Reservoirs, Bell Foundries, Libraries, Casino, Public Gardens, Catholic Churches, Baths of Griesbad, Manufactories of Cloth, Leather, &c.

INNSBRUCK (INNSPRUCK).

Population, 13,000.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

HOTELS.—The Court of Austria, Du Soleil.

DILIGENCES to Munich in 25, Botzen in 18, Feldkirch in 20, Milan in 62, Salzburg in 19 hours, to Vienna, Verona, and Laibach.

MOST REMARKABLE OBJECTS.—Church of the Court, Bronze Statues of the Members of the House of Hapsburg, the Monuments, Museum (the Golden Roof), Theatre, Palace, University, the Grave of Hofer, &c.

VERONA.

Population, 65,000.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

HOTELS.—Due Torre, La Torre di Londra, Parigi; all good. Tariff the same as at Paris.

DILIGENCES to Bologna, Botzen, Florence, Innsbruck, Milan, Mantua, Modena, Rome, Roveredo, Trient, Trieste, Udine, and Venice. Railway to Venice, Mantua, Padua, Vicenza.

MOST REMARKABLE OBJECTS.—Roman Amphitheatre, Arch called Porta del Borsari, the Gate of St. Sisto, Porta Nuova, Palace del Consiglio, Vegetable Market, Tombs of the Scaligeri, Museum Lapidario, Cathedral, Churches of San Zenone, San Fermo Maggiore, San Giorgio Maggiore, Santa Anastasia, Palaces Canopa, Maffei, Giusti, Bevilacqua Giusti, the Tomb of Juliet, Theatres of Filarmonico, Varandas, Stone Bridges.

Venice to Alexandria, see Route 5, page 206.

HINTS.—The Overland Courier with the Indian Mails takes this route, only that he goes from Trieste through the Friaul, by Sacile, Niederndorf, and Brixen, direct to Innsbruck in 24 hours, without touching Venice or crossing the sea.

SKELETON OF ROUTE No. 9.

VIA LONDON, DOVER, OSTEND, COLOGNE, MENTZ, ULM, MUNICH, SALZBURG, BRUCK,
TRIESTE, TO CALCUTTA, &C.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India via Trieste and Alexandria by the Austrian Lloyd's Steamers, leaving that Port on the 5th, 13th, 20th, and 27th of every month.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Length of Journey.		Luggage Allowed Free.		Charge for Overweight.	Fares.		Extra Expenses.		Total Expenses.	
				D. H.	D. H.	D. H.	D. H.	1st cls	2d cls	1st Class.	2nd Class.		Hotel.	Incidental.	1st Class.	2nd Class.		
—	London	{ Rail & Pkt.	8th, 14th, 21st, 29th.	..	..	..	..	..	..	100	56	d.	....	....	....	....	....	....
689	Ulm via Route No 8, p. 221.	Rail	7th, 15th, 22nd, 30th.	1	16	1	21½	3	13½	10	10	6	6 15 4	4 19 0	2 9 2	1 0 0	9 14 6	8 18 6
94½	Munich	..	2nd, 8th, 16th, 31st.	3	6	0	1	0	6	10	10	6	0 12 0	0 8 0	0 5 0	0 3 0	1 0 0	0 16 0
88	"	..	1st, 2nd, 9th, 17th.	4	..	1	0	1	0	..	..	..	....	....	1 0 0	0 5 0	1 5 0	1 5 0
143½	Salzburg	Dilig	2nd, 10th, 18th, 25th.	..	..	..	8	..	8	..	..	..	....	....	..	..	....	....
143½	Bruck	..	3rd, 11th, 19th, 26th.	..	8	..	2	1	10	56	56	1½	1 14 0	1 14 0	0 7 0	..	2 1 0	2 1 0
256½	Trieste	Rail	4th, 11th, 19th, 26th.	..	17	..	7	..	7	40	40	..	..	..	0 10 0	0 2 0	0 12 0	0 12 0
—	Trieste	..	5th, 12th, 20th, 27th.	..	..	1	0	1	0	..	..	£2 2s 11d	..	..	1 0 0	..	..	..
1200	Alexandria ..	Pkt.	2nd, 10th, 17th, 25th.	5	..	..	..	5	0	336	168	..	16 0 0	11 0 0	..	..	16 0 0	11 0 0
2327½	Miles.		Days	8	23	4	17	12	19	..	..	£27 11	4 19 15	6	5 7 2	2 0 0	0 34 2	0 26 6

The remainder of the Route the same as laid down in Skeletons Nos. 1, 2, 3, pages 69, 112, and 187.

The Homeward Bound Traveller must reverse the Route, &c.

ROUTE No. 9.

.LONDON TO ULM.

See Route No. 8, page 223.

HINTS.—The Traveller then proceeds per Railway
via Augsburg, to

MUNICH.

Population, 100,000.

TELEGRAPH STATION.—Charge for 25 words to
London, 17s. 6d.

HOTELS.—Bavaria, Du Cerf d'Or, Maulicks,
Goldener Hirsch. Tariff—the same as at Paris.

RESTAURATEURS.—The French House, Rottman's.

ALE HOUSES.—Pschorr's, Wagner's, Hacker's,
Knorr's the Lion, the Court Brewery.

CAFES.—The English, Keets, Rothmanners,
Müllers, Reibel.

CONFECTIONERS.—Tambose, Feichlein, Rothen-
höfers.

NEWSPAPERS.—In the Museum, Odeon.

BATHS.—Diana's, Wallburger's, Promali's, Wiru-
beir's.

HACKNEY COACHES.—For one or two persons
 $\frac{1}{4}$ hour 18 kreutzers; $\frac{1}{2}$ hour, 36 kreutzers; $\frac{3}{4}$ hour,
48 kreutzers; 1 hour, 1 florin; 2 hours, 1 florin 48
kreutzers; 3 hours, 2 florins 36 kreutzers.

RAILWAY to Augsburg, Frankfort, Hof, Rosenheim,
&c., &c., daily.

DILIGENCES daily to Berchtesgarden in 21, Flessen
in 14, Innsbruck in 22, Lindall in 24 $\frac{1}{2}$, Ingolstadt in 9
Passau in 22, Regensburg in 14, Salzburg in 14, and
Tegernsee in 6 hours.

OMNIBUSES to the station, &c., if without luggage,
6 kreutzers, with, 12 kreutzers, and with two or more
boxes, 18 kreutzers. Valet de Place, per diem, 3 to 4
zwanzigern.

CABS at the station.

THEATRES.—Royal, Schweizer's.

MOST REMARKABLE OBJECTS.—Churches of
Frauenkirche, Michaelshof (its monuments). In
the suburb, the Au, the Basilica, the Palace of Manu-
factures, Royal Palace, with its statues and pictures,
Treasury, Antiquarium, New Palace with its beauti-
ful pictures and statues, Royal Garden, Arcades,
Odeon, Duke of Leuchtenberg's Palace, its paintings
and statues, the Palaces of Duke Max, Minister of
War, the Galleries of Statues, Pictures, Collections,
Cabinets, Royal Library, University, Wittelbach, Post
Office, Isarthor, the Monuments, the Feldterrenhalle

Statues, the Gate of Victory, Royal Foundry, the
Ateliers of Schwanthaler, Rottman, Kaulbach
Church-yard, English Garden, Observatory, Royal
Stables, Museum, Collection of Painted Glass. Most
interesting in the vicinity.—Castle of Nymphenburg
&c. Thence per Railway to Rosenheim, and thence
by diligence, to

SALZBURG.

Population, 11,000.

TELEGRAPH STATION.—Charge for 25 words to
London, 19s. 6d.

HOTELS.—De l'Archduke Charles, one of the finest
and best hotels in Austria; admirably conducted
and beautifully situated: Golden Schiff, very dear;
Drei Alliete; Erzherzog Karl.

CAFES.—Lebnayer's, Staiger's.

DILIGENCES to Vienna in 33, Laibach 45, Bruck,
Klagenfurt 38, Munich 14, Innsbruck 19 hours.

RAILWAY to Linz daily.

MOST REMARKABLE OBJECTS.—Cathedral,
Churches of the University, Franciscans', Theatines,
Holy Trinity and St. Sebastian (in which is the
famous tomb of Paracelsus), Prince's Chateau,
Summer Chateau (Mirabelle), Statue of Bucephalus,
the Galleries cut in the mountain, Hospital of
St. John, Portrait of Paracelsus, painted on the
house where he died, at the corner of the Rue
de Linz; New Gate cut in the Mönchsberg, the
Mönchsberg, view and bust of the Bishop who
executed the Nonnberg, Franciscischlüssel, Church-
yard of St. Peter, Fountain on the Residenzplatz,
Monument of Mozart, the Newgate. *Most interest-
ing in the vicinity.*—Chateau of Helburn with its
rocks and parks, Gastein, its baths and mines,
Berchtesgarden, Lake of Bartholomew, famous for
its Salmon, Salt works of Hallein (when illuminated
the spectacle is superb), Reservoirs of Hallein,
Floating Machines, Prince Schwarzenberg's Park,
Waterfall of Gollingin, view from the Gaisberg,
which is celebrated all over Germany for its beauty,
Lake of Königssee.

BRUCK.

Population, 3,000.

HOTELS.—Adler, Hersch, Strauss.

DILIGENCES to Salzburg, in 24 hours, Klagenfurt
20 hours.

RAILWAY to Laibach, Trieste, Cilly, and Vienna.
Trieste to Alexandria, see Routes Nos. 2 and 5,
pages 112 and 207.

SKELETON OF ROUTE No. 10.

LONDON, VIA DOVER, OSTEND, COLOGNE, MENTZ, FRANKFORT, VIENNA, TRIESTE,
TO CALCUTTA, ETC.

Miles from London.	Names of Stations.	Mode of Conveyance.	Date of Departure from London, so as to proceed to India via Trieste and Alexandria, by the Austrian Lloyd's Steamer leaving that port on the 5th, 12th, 20th, and 27th of every month.	Length of Journey from Station to Station.			Length of Stoppage at Station.			Total Length of Journey.			Luggage Allowed Free.		Overweight of Luggage.	Fares.		Extra Expenses.		Total Expenditure.									
				D. H. M.		D. H. M.	D. H. M.	D. H. M.	D. H. M.	1st cls.	2d cls.	1st Class.	2nd Class.	Hotel.		Incidental.	1st Class.	2nd Class.											
				D.	H.														M.										
—	London to as per Route No. 6, p. 212	Rail & Pkt.	6th, 14th, 21st, 29th	1	6	30	1	2	30	2	14	0	100	56	pr lb	4	3	4	£ s. d.	£ s. d.	£ s. d.								
502½	Mayence	..	6th, 14th, 21st, 29th	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..								
20	Frankfort	Rail	7th, 15th, 22nd, 30th	1	5	..	..	..	..	..	..	1	5	..	..	..	..	..	..	..	..								
570½	Vienna	..	7th, 15th, 22nd, 30th	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..								
363	Trieste	Rail	8th, 16th, 23rd, 31st	1	12	0	1	0	0	1	16	0	50	50	6d.	3	9	6	£ s. d.	£ s. d.	£ s. d.								
	"	..	8th, 16th, 23rd, 31st	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..								
	"	Rail	2nd, 10th, 18th, 25th	0	..	..	..	..	..	..	..	..	10	10	6d.	3	8	0	£ s. d.	£ s. d.	£ s. d.								
	"	..	2nd, 10th, 18th, 25th	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..								
	"	..	4th, 11th, 19th, 26th	17	30	..	..	..	..	..	..	..	10	10	6d.	3	8	0	£ s. d.	£ s. d.	£ s. d.								
	"	..	4th, 11th, 19th, 26th	..	..	..	1	..	..	1	0	0	..	10	..	..	..	..	..	..	..								
1592½	To Trieste & Alexandria, via Route, No. 9, see page 223.	Rail & Pkt.	5th, 12th, 20th, 27th	5	10	21	5	1	0	10	11	21	336	112	£2 pr 112lb	16	0	11	0	16	0	11	0	0					
3048½			2nd, 10th, 17th, 25th				8	8	0	17	8	16	..	..	..	27	10	10	29	2	06	11	21	7	035	3	027	6	6
			Days	9	0	16	8	8	0	17	8	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

The Homeward Bound Traveller must reverse the Route.

The remainder of the Route the same as laid down in Skeletons, Nos. 1, 2, 3, pages 69, 112, 187.

ROUTE No. 10.

LONDON TO MAYENCE.

See Route No. 6, page 212, thence per railway to Castel, and by omnibus to

FRANKFORT-ON-THE-MAINE.

Population, 62,000.

TELEGRAPH STATION.—Charge for 25 words to London, 15s. 6d.

HOTELS.—D'Angleterre, an excellent family hotel, landlord, Mr. J. G. Bertholdt; Westendhall, a very good house, conveniently situated near the railway station; De l'Union, formerly Weidenbusch, well known, excellent, and reasonable family hotel; Landsberg, excellent and comfortable; De Russie, one of the best in Europe, conducted by Mr. Reid, well known to English travellers for his obliging civility and attention; De l'Empereur Romain, a first-rate family hotel, landlords, Messrs. Lohr and Alten. **Tariff**—Room, 1 florin; breakfast, $\frac{1}{2}$ florin; dinner, 1 florin.

CAFE MILANI, adjoining the Theatre. This is almost the only Café à la Française to be seen in any town near the Rhine. English travellers will find it a capital place, every thing first-rate, and well served; moreover there is a good supply of English newspapers.

INNS.—Court of the Rhine, Wirtenburg, Crown. Much cheaper than the hotels.

CAFES.—Holland, Parrot.

HACKNEY COACHES with two horses in the town, $\frac{1}{4}$ hour 24 kreutzers; with one horse, 12 kreutzers.

DILIGENCES in almost every direction.

RAILWAYS to Darmstadt, Mannheim, Heidelberg, Carlsruhe, Baden, Strasburg, Friburg, Basle, Offenbach, Castel, thence by omnibus to Mayence, Bieberich, Wiesbaden.

MOST REMARKABLE OBJECTS.—Town Hall, Cathedral, Churches, Exchange, Bridge, Monuments, Library, Collection of Paintings (Städelsche Institut), Mr. Bethmann's Garden, with the Ariadne, Mr Rothschild's Garden, Cemetery, Casino (Newspapers), Lenkenberg Museum, Palaces of Thurn and Taxis, Bunderstag Post Office, Hospital, Palace of the Teutonic Knights, the Tower (Pfarrthurn), Meat Market, Rolmer, New Exchange, Bathing Establishment, Custom House, Theatre, Mainlust Garden, Saalhof.

MOST INTERESTING PLACES IN THE VICINITY.—Mainlust, the Tannus Mountains and Königstein,

Homburg, Bornheim, Hausen, Bockenheim, Rödelheim, Forsthaus, Riedhof, Offenbach, Ems, Schwalbach, Schlangenbad, all celebrated for their baths.

Here luggage must be looked after.

HINTS.—Thence per railway, *via* Bamberg, Hof, Leipsic, Dresden, Prague, and Brunn, to

VIENNA.

Population, 440,000.

TELEGRAPH STATION.—Charge for 25 words to London, 19s. 6d.

HOTELS—Archduke Charles, a first-rate house, highly recommended, the proprietor, Mr. Schneider, is both attentive and obliging; Munsch, a first-class hotel for families and gentlemen, deservedly recommended; Meissl, in the Neumarkt, one of the finest squares of Vienna, a well-conducted, good house; The Empress Elizabeth, or Kaiserin Elizabeth, a well conducted good house, at which there are two table d'hôtes daily; Stadt London; Matchaker Hof. (Waiters are called "Kellner.") **Tariff**—Room, 1 to 3 florins; breakfast, 40 kreutzers; coffee, 24 kreutzers. Table d'Hôte only at the City of London (1 florin).

TRAITTEURS.—Casino, Golden Lamb, Golden Globe, Snail, Sperl's.

CONFECTIONERS.—Dehne's (celebrated for its Ices), Tuchs, Paltzels.

PASTRY-COOKS.—Several on the Lobkowitzplatz. Unterden Tuchlanten.

KUTRIES.—Lenkey's, Daum's, Drei Lün fer, Drei Loiven, Schwazze, Kamel.

ALE HOUSES.—Tubakspfeife Rebnuhn Schnecke, Sieben Sterne, Mayerhofers, Drei Ruben.

BATHS.—The Diana and Sophia—both have swimming baths.

HACKNEY COACHES.—For the first hour, in the city, 1 florin; following hours, 24 kreutzers; a single drive, in the town, 30 kreutzers; from the town to a suburb, 40 kreutzers; from the town to railway, 1 florin.

OMNIBUSES to nearly all places. Fares, per person, 10 to 15 kreutzers; to railway, 6 kreutzers.

LUGGAGE inspected on arrival, and the traveller must not carry upon his person, cards, books, or tobacco.

RAILWAYS.—To Baden, Gratz, Brünn, Bruck, Cilly, Pesth, Prague, Dresden, Trieste, Presburg, and Frankfort.

STEAM BOATS to Linz in 20 hours; Pesth, 24 hours.

DILIGENCES to Linz in 16 hours; Presburg, 10 hours; Budweis, Feldkerch, Graunden, Innsbruck, Ischl, Krems, Milan, Munich, Marienbad, Odessa, Oedenburg, Ofen, Pesth, Passau, Raab, Regensburg, Salzburg, Steyer, Venice, Znaim.

PASSPORT.—It is absolutely indispensable that the traveller should provide himself with a Foreign Office passport, previous to entering the Austrian territory. It will be taken from him on his arrival, and a certificate will be given him; within twenty-four hours he must personally go and inquire for it at the police office (No. 564, Spenglergasse). He will then receive a ticket to enable him to reside at Vienna for six weeks, after which he must again apply for permission to remain longer. He *must* apply the day *before* the leave expires. If he wishes to visit any place within the city, a pass to enable him to do so will be given, on application at the police office, but he cannot make any excursions without it—*implicitly* must he adhere to these rules, for in no part of the world is such espionage adopted over foreigners as at Vienna. No courtesy is shown to any strangers on this head.

THEATRES.—Imperial Court Theatre (Burgtheater); Italian and German Operas and Balle (The Kärntheater); Opera and Comedy (The Theatre on the Wien); Josephstadt and Leopoldstadt Theatres.

PUBLIC MUSIC.—Domayer's Casino (directed by Strauss) Volksgarten; Sperl's, Glace's, Paradiesgarten.

MOST REMARKABLE OBJECTS.—The Churches, Imperial Tombs, Monuments, Fountains, Palaces, Library, Museums, Riding School, Royal Stables and Carriages, Treasury, Arsenal, Imperial Collections of Pictures, Collection of Ambras, Egyptian Museum, The Princes Lichtenstein and Esterhazy's, Counts Czerni and Schöüborn, Baron Dietrech and Mr. Arlbaber's Collections; Polytechnic, Glacis, Medicinal Academy and Collection, Imperial Garden, Volksgarten, Prater, Augarten, Botanical Gardens, Normal School, Infirmary, Hospital, Post Office, Lunatic Asylum, Dumb Institution, Mint, Exchange, Statues, The Public and Nobility's Gardens—all open to the foreigner.

Bruck to Trieste, see Route 9, page 223.

SKELETON OF ROUTE No. 11.

LONDON, VIA HULL, HAMBURG, DRESDEN, AND TRIESTE,

TO CALCUTTA &c.

Miles from London.	Names of Stations.	Mode of Conveyance.	Length of Journey from Station to Station.			Length of Stoppage at Station.			Total Length of Journey.			Luggage Allowed Free.	Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.		
			D.	H.	M.	D.	H.	M.	D.	H.	M.			1st Class.	2nd Class.	Hotel.	Incidental.	1st Class.	2nd Class.	
	Dates of Departure from London, so as to proceed to India, via Trieste and Alexandria, by the Austrian Lloyd's Steamer, leaving that Port on the 5th, 12th, 20th, and 27th of every month.																			
—	London	Rail	8	..	..	..	..	..	..	..	..	100	56	4d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
244	Hull	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
550	Hamburg	Pkt.	2	7	0	..	..	..	..	..	..	100	56	"	..	..	..	..	..	..
709½	Trieste	..	..	..	..	..	..	..	..	..	..	50	50	6d.	2	0	0	..	..	..
	Trieste and Alexandria {	Rail	1	21	..	..	..	..	..	..	..	..	..	..	6	3	0	0	15	0
	As per Route No. 10, p. 225.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	0	0
1627½	Alexandria	Pkt.	5	8	51	5	2	0	10	10	51	..	..	..	..	..	..	0	10	0
		..	..	..	..	..	..	..	..	..	..	336	168	£1 11 21b	18	4	0	13	1	0
																		4	5	0
																		0	15	0
																		23	4	0
2931½	Miles.	Days	6	23	51	8	14	0	15	13	51	..	..	..	28	11	6	19	13	0
																		6	8	0
																		0	18	0
																		36	7	6

The Homeward Bound Traveller must reverse this Route, &c.

The remainder of the Route the same as laid down in Skeletons Nos. 1, 2, and 3, Pages 69, 112, and 187.

ROUTE No. 11.

Leave London per railway for

HULL.

Population, 85,000.

TELEGRAPH STATION.—Charge for 25 words to London, 3s.

HOTELS.—Brodie's Royal Station, first-class for families, private or commercial gentlemen, excellent; Dodsworth's Commercial and Family; The George; Glover's Commercial; Bainton's Victoria (on the Quay). Tariff—Bed, 2s; breakfast, 2s; dinner, 3s; tea, 1s. 6d.; attendance, 1s; lights, 1s; fire, 1s; private room, 5s. per diem.

FLYS, 1s. per hour.

RAILWAYS to London and various other parts of England.—*See Bradshaw's Descriptive Hand Book of Great Britain.*

STEAMERS to almost all parts of the Continental Kingdoms, &c.—*See Bradshaw's Railway Guide.*

MOST REMARKABLE OBJECTS.—Town Hall, Docks, Exchange, Custom House, Post Office, Hospital, Theatre, Zoological Gardens, Citadel, Museum, and in the vicinity, South Cove, the ancient seat of Washington's ancestors, who emigrated therefrom to the United States in the 17th century.

HAMBURG.

Population, 160,000.

TELEGRAPH STATION.—Charge for 25 words to London, 15s. 6d.

HOTELS.—De l'Europe, an immense house, with 180 rooms, and fitted up with all English comforts.

Mr. Brettschneider jun., speaks English like a native. Tariff—Room, 24 schillings; breakfast, 12 schillings; dinner, 24 schillings. There are also the St. Petersburg, Russie, and other hotels, but most of them are too German for the English traveller.

TRAITTEURS.—Hacker's, Bierhalle.

CAFES.—Pavillons on the Alster.

OMNIBUSES in all directions.

HACKNEY COACHES (Droschken); for 1 or 2 persons for half an hour, 10 schillings.

BATHS.—In the Bathing Houses on the Alster, John's Swimming School.

THEATRES.—The Stadt, Thalia, Tivoli, Urania.

NEWSPAPERS.—Borsenhalle, and at the Reading Rooms of Perthes, Besser, and Mauke.

DILIGENCES daily to Bremen in 15 hours; to Lubeck in 7; Rostock and Frankfort.

RAILROADS.—To Kiel in 3, Berlin in 9; Hanover 9; Dresden 15 hours; Prague, Vienna, and Trieste.

STEAMBOATS to Amsterdam in 40, London 60, Hull 44, Magdeburg 40, Havre 50, Helligoland 15, Nordervery 6, Cuxhaven 6 hours, Hoopte, Gluckstad, and Harburg, daily.

MOST REMARKABLE OBJECTS.—Exchange, Harbour, Old and New Jungfernstieg, Sillein's Bazaar, Cemeteries, Berg, Churches, Orphan Asylum, Klopstock's (the Poet) house, &c.

MOST INTERESTING PLACES IN THE VICINITY.—Ottensen, Rainville, Wausbeck, Flottbeck, Boot's Flower Garden, Elbhohe, Esplanade, Bauer's Parks, &c.

HINTS.—Thence per railway, *via* Berlin, Dresden, Prague, Vienna, to Trieste; thence to Alexandria *via* Route No. 10, page 225.

SKELETON OF ROUTE No. 12.

FROM LONDON, VIA HAMBURG, BERLIN, TRIESTE, ALEXANDRIA, &c., TO CALCUTTA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London so as to proceed to India <i>via</i> Trieste and Alexandria, by the Austrian Lloyd's steamer, leaving that port on the 5th, 12th, 20th, and 27th of every month.	Length of Journey from Station to Station.			Length of Stoppage at Station.			Total Length of Journey.			Luggage Allowed Free.	Fares.		Extra Expenses.		Total Expenditure.	
				D.	H.	M.	D.	H.	D.	H.	M.	1st Class.		2nd Class.	Hotel	Incidental	1st Class.	2nd Class.	
—	London	Pkt.	3rd, 11th, 18th, 27th	2	7	0	..	..	2	7	0	100	56	£ s. d. 2 0 0	£ s. d. 1 5 0	£ s. d. 1 0 0	£ s. d. 2 16 0	£ s. d. 2 1 0	
482	Hamburg....	..	6th, 14th, 21st, 30th	..	..	..	1	0	1	0	0	..	..	..	..	..	..	..	
176	Berlin.....	Rail	7th, 15th, 22nd, 31st	0	9	0	..	..	0	9	0	56	56	£ s. d. 1 5 0	£ s. d. 0 18 0	£ s. d. 0 2 0	£ s. d. 2 7 0	£ s. d. 2 0 0	
533½	Trieste	..	1st, 8th, 16th, & 23rd	..	..	..	1	0	1	0	0	..	..	..	..	..	..	..	
290	„	Rail	2nd, 9th, 17th, 24th	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
—	To Trieste & Alexandria, as per Route No. 10, page 225.....	..	4th, 11th, 19th, 26th	1	22	0	..	2	2	0	0	..	..	£ s. d. 5 2 0	£ s. d. 3 12 0	£ s. d. 0 5 0	£ s. d. 0 3 0	£ s. d. 4 10 0	
1592½	Alexandria....	..	5th, 12th, 20th, 27th	..	..	..	1	0	1	0	0	..	..	..	£ s. d. 1 0 0	£ s. d. 0 10 0	£ s. d. 1 10 0	£ s. d. 1 10 0	
278½	Days	..	2nd, 10th, 17th, 26th	5	8	51	5	2	10	10	51	..	..	£ s. d. 18 4 0	£ s. d. 13 1 0	£ s. d. 4 5 0	£ s. d. 15 0 23	£ s. d. 4 0 18	
				9	22	51	8	4	18	2	51	..	..	..	..	..	..	..	

* Overweight Charges for Luggage — London, 3d. per lb.; Alexandria, £1 per cwt.
The remainder of the Route as laid down in Skeletons Nos. 1, 2, 3, pages 69, 112, and 187.
The Homeward Bound Traveller must reverse this Route.

ROUTE No. 12.

London to Hamburg, see Route 11, page 228.

BERLIN.

Population, 350,000.

TELEGRAPH STATION.—Charge for 25 words to London, 17s. 6d.

HOTELS.—De Russie, near the Schlossbrücke, within five minutes' walk of the Royal and public buildings; a first-rate house, which deserves in every respect its European reputation. The landlord is very attentive and obliging: Du Nord, a good first-rate house, and highly recommended. Landlord, Mr. Brandt; De Rome, under the Tilleuls, one of the largest and best hotels in the capital; Victoria, in a good situation on the Unter den Linden, much commended; Manhardt; Best Restaurants, Mielentz, 28, and Meinhardt's, 33, Unter den Linden, Sandra. Tariff—Beds, 15 Silbergroschen; Breakfast, 7½ Silbergroschen; Table d'Hôte, 15 Silbergroschen; Sitting Room, 10 Silbergroschen.

VINTRIES.—Lüller's, Schullz's, Gerold's, Thierman's, Salle Tarone.

CONFECTIONERS.—Stehely's (English newspapers), Sparguasun's, Giovannoly's, Josty's, Krauzler's (famous for its ices), Fuch's (one of the best on the continent).

ALE HOUSES.—Hoppold's, Topper's, Wallmüller's, Flugges.

BATHS.—Packhof, No. 1, Neue Friedrichstrasse, No. 18, Wilhelmstrasse, No. 2.

THEATRES.—Great Opera and Royal.

HACKNEY COACHES.—(Droschken) 1 or 2 persons each turn, 5 Silbergroschen; 3 or 4 persons each turn, 7½ Silbergroschen (table of fares hung up in each vehicle).

VALET DE PLACE.—1 Dollar per diem.

MALLEPOSTS to Danzig in 37, and to Königsberg in 46 hours.

DILIGENCES to Bromberg in 41, Danzig 52, Königsberg 64, Posen 27 hours.

RAILROADS to Potsdam in 45 minutes; Hamburg 9 hours; Breslau, 14 hours; Magdeburg, 4 hours; Leipzig, 6½ hours; Hanover, 10 hours; Stettin, 4 hours, and also to Hamburg, Dresden, Frankfurt, Vienna, and Trieste.

MOST REMARKABLE OBJECTS.—The Gate of Brandenburg, Monuments, University, Arsenal, Palaces, Horses of Bronze, Cabinet of Curiosities, Museum, Collection of Paintings and Antiquities, Vases, Observatory, Botanical and Zoological Gardens, Fashionable Promenade, Kroll's Garden, Gunther's Local, Odeon Diorama, Panorama of Gropius, Churches, Opera, Kunst Kammer, Reading Room, Theatres, Post House, Town Hall, Hospitals, Guard House, Markets, Post Office, Mint, Artillery Barracks, Hotel of Invalids, Veterinary College, Linden Tree Walk, Long Bridge, Apartments of Frederick the Great in the Palace, Exchange, Cathedral, King's Library, Thiergarten.

MOST INTERESTING PLACES IN THE VICINITY.—Palace of Charlottenburg, Monuments, Potsdam, Sans Souci, Pfauen Insel.

Trieste to Alexandria, see Route No. 10, page 225

ROUTE II. TO CHINA.

Route No. 1. 3.

London to Pointe de Galle, see Routes Nos. 1, 2, and 3, pages 69, 112, 187.

SEA VOYAGE (5 days, *via* Point de Galle to Penang). No land is seen until the small Island of Pulo Pondo, is neared, after which it is never lost sight of, which renders the voyage pleasant and interesting.

PENANG, OR PRINCE OF WALES' ISLAND,

(Called by the natives Pulo Penang or Betel Nut Island, so named on account of its form resembling the Areca Nut, which grows there in abundance).

CAPITAL.—George Town.

POPULATION, about 39,589.

HOTEL.—The British. Tariff, 16s. to 24s. per day, (Rupees, 8 to 12), exclusive of all drinkables.

CONVEYANCES.—Palanquins, Horses, Carriages, Boats, &c., the same rates as at Bombay.

STEAMERS.—Peninsular and Oriental Company's Steamers leave on the 11th and 27th for Singapore, Hong Kong, Amoy, Shanghai, and Manilla, and on the 25th and 11th, for Point de Galle, Bombay, Aden, Mauritius, Suez, Alexandria, Malta, Marseilles, and Europe.

THERMOMETER 60° annual range on the hills, 90° to 76° in the valley.

POSITION.—Off the north-west side of Malacca Straits. Latitude 5°, 25', 0" north. Longitude, 100° 21' 30" east.

CLIMATE delightful, January and February being the dry, and April, May, and June the rainy months. Mornings cool, and during some seasons so cold and foggy that warm clothing must be worn.

DISEASES.—Cholera, Fever, Diarrhœa, Dysentery, Ulcers, and Rheumatism prevail.

MOST REMARKABLE OBJECTS.—Forts, Esplanade, Churches, Harbour, Fortifications, Arsenal, Convict Yard, Prison, Bazaars, Government House, Hospital, Post Office, Betel Nut Groves, Custom House, Barracks, Markets, &c.

IN THE VICINITY.—The Betel Nut Groves. Roads, which are excellent. Mountain Falls, on the road to a hill, from which an extremely fine view of the Island of Malacca and [the ocean may be obtained, also the mountain range, 2,500 feet above the sea, which is beautifully picturesque, and not far distant from the town. The valley 3 miles broad.

REMARKS ABOUT THE ISLAND.—It was purchased by the Honourable East India Company from the Natives in 1786, lies on the west coast of the Malay Peninsula, at the entrance of the Straits of Malacca, is 18 miles long, 8 broad, divided longitudinally by a ridge of high mountains, which extend from north-east to south-east, and is the seat of government for all British possessions in the Straits of Malacca.

HINTS.—Travellers must take care when visiting this place *en route*, to ascertain, previous to going on shore, the exact hour

appointed for the departure of the steamer to Singapore, and be punctual in returning on board, as the vessel sails precisely at the time specified. All Europeans should be careful not to expose themselves to the rays of the sun.

SEA VOYAGE (2 days), Penang to Singapore. This journey is exceedingly interesting, as during the whole time land is visible. The fine mountain ranges of Malacca are seen, which increase in height as they extend into the interior, and a number of mountainous islands intercept the view of Sumatra, which would otherwise have been extremely pleasing.

SINGAPORE, OR LION'S TOWN.

Lat. $1^{\circ} 10' N.$, Long. $103^{\circ} 15' E.$ This settlement was founded in 1819.

Population, 60,421.

HOTELS.—The British, and many others.

POSITION.—Eastern extremity of the Straits of Malacca.

TARIFF.—16s. to 24s. (8 Rs. to 12 Rs.) per diem, exclusive of all drinkables, which are charged at the same prices as at Bombay.

CONVEYANCES.—Palanquins, Horses, Carriages, Boats, &c., the same rates as to Bombay.

STEAMERS.—Peninsular and Oriental Company's Steamers leave on the 1st and 16th for Hong Kong, Amoy, Shanghai, and Manilla, and on the 7th and 21st with the homeward mails, for Penang, Point de Galle, Bombay, Aden, Mauritius, Suez, Alexandria, Malta, and Europe.

Dutch Government steamers to Batavia, on the 1st and 15th of every month, in 5 days, the rates of passage in which are 40 dollars (£10), exclusive of drinkables.

SAILING VESSELS.—Upwards of 3,000 annually to all parts of the globe.

COINS.—Spanish dollars, divided into 100 parts, represented either by Dutch doits, or English copper coins of the same value. Gold Dust is sold by a Malay weight, called the Bungkal, equal to two Spanish dollars, or 832 grains Troy.

WEIGHTS.—The following are in use 1 Picul makes 100 Catties, equal to $133\frac{1}{2}$ pounds avoirdupois; 40 Piculs make 1 Cayan of Rice.

THERMOMETER.— 71° to 89° in-doors; 100° to 117° in the sun.

RAINS.—Moderate, for about 150 days yearly.

SEASONS.—There is neither summer nor winter, and even the periodical rains are short and not very well defined, as the showers are always moderate, which arises from the island being only 80 miles from the equator.

CLIMATE.—Extremely healthy, and although hot, there is very little variation in the temperature. Sun rises at 6 a.m., and sets at 6 p.m.

REMARKS ABOUT THE ISLAND.—Singapore, the great entrepôt for European and Asiatic merchandise, is of an elliptical form, about 27 miles long, 15 broad, contains an area of 270 square miles, and is not more than 100 miles in circumference; this estimate includes 50 desert islets, the sea, and the whole of the straits, within nine

or ten miles of the island. It is separated from the main island by a small strait not more than a quarter of a mile wide at the narrowest part. In front of the island is a chain of islands inhabited by a few wild tribes, of whose manners and customs very little is known. The town is situated on two sides of a salt creek, that empties itself into the sea at the west head of a deep bay, and which is only navigable for small boats, so that vessels are obliged to lie in the open harbour, at about two miles from the town, according to the water which they draw. The highest spot is Buket Temah, 500 feet above the sea. All merchandise is discharged at the doors of the principal warehouses. There are two excellent markets daily for vegetables, fruits, fish, meat, green turtle, all of which are very good and reasonable. This place is chiefly an entrepôt of merchandise, the value of its annual imports may be estimated at £3,500,000, and its exports £3,000,000. From its salubrity of climate, it has most justly been termed "The Paradise of India." Horses, however, cannot be bred here, they must be imported.

HINTS. — All passengers paying their passage money at this place for Batavia and the Australian ports, either to the Peninsular and Oriental Company, or the

Dutch Government steamers, must do so in sovereigns or Spanish dollars. Sixteen steamers will soon run from Labuan, Island of Borneo, to this place with coal, and thence to Hong Kong; they belong to the Eastern Archipelago Company, and coal will then be procured here at 40s. per ton, and delivered at Hong Kong for 45s. per ton.

SEA VOYAGE (8 days.)—From Singapore to Hong Kong. The coast of Malacca being tolerably high presents a picturesque appearance, which is heightened by the well wooded mountain ranges, all covered with beautiful verdure, infested with herds of tigers, droves of which are distinctly seen. The large solitary rock, called the "Shoe," is passed, but why so termed it is impossible to conjecture, as it much more closely resembles the appearance of a mastiff or shepherd's dog's head. The mouth of the Si-Kiang (Tigris), one of the principal rivers in China, is also passed, and is about eight nautical miles broad just before it enters the sea. Its mouth is, however, so contracted by hills, that it loses the greater portion of its breadth. The scenery around it is very beautiful, and the fortifications on the top of the hills render the view quite romantic and picturesque. We then enter

CHINA.

This country (called by the natives Tchou-Koue, "*centre of the earth*"), comprises all the countries which reach E. and W. from the sea of Okhotsk to Kokhan and Badakshau, about 3,350 miles, and N. and S. from Tonguin to Asiatic Russia, also a distance of about 2,100 miles, and includes all the table land of the habitable

globe, or one-third of the whole continent of Asia. It lies between 15 and 52° N. latitude, and 70 and 135° E. longitude—is 5,097,999 square miles in extent, has a population of 685,595,432 and is subdivided into

CHINA PROPER,
which contains 18 provinces, viz:—

Provinces.	Capital.	Area in Square Miles.	Population.	Chinese Names.	English Meaning.
Chill	Pih-Kin or Pekin.	58,949	40,000,000	Foo or Fuh ...	Town of the first class.
Kiang-tsu.....	Keang-ning-fuh } or Nankin ... }	92,961	54,494,641		
Gau-Hevrug	Gan-khig-fuh	...	49,201,992	Chou or Choo	Town of the second class
Kiangse	Nan-chung-fuh ...	72,176	43,814,866		
Fuh-Kien	Fuh-chan	53,480	22,699,460	Hien or Heen	Town of the third class.
Che-Kiang	Hang-chou-fuh ...	39,150	37,809,765		
Hoo-Pih	Woo-chang-fuh }	144,770	39,412,940	Ho.....	River.
Hov-nan	Chang-sah-fuh }		26,859,608		
Shan-tung	Tso-nan-fuh	65,104	41,700,621	Kiang	Mouth.
Ho-nan	Kae-fung-fuh	65,104	33,173,526		
Shan-se	Tae-guen-fuh	55,268	20,166,072	Keou.....	Lake.
Shen-se	Legan-fuh	154,008	14,698,499		
Kan-suh	Lau-chow-fuh ...	...	21,878,190	Hou	Sea.
Sze-chuen	Chin-too-fuh	166,800	30,867,375		
Kwang-tung	Canton	79,456	27,610,123	Hai	
Kwang-se.....	Kwei-lue-fuh	78,50	10,534,429		
Yun-Nan.....	Yunnan-fuh	107,969	8,008,300		
Kwei-Chon	Kwei-yang-fuh ...	64,554	7,615,025		
Total		1,297,999	530,595,432		

CHINESE TARTARY, which contains four Provinces, viz:—

Provinces.	Capital.	Area in Square Miles.	Population.
Manchooria.....	Kirin Oola	750,000	35,000,000
Mayolia	Ourga	850,000	35,000,000
Little Bokara.....	Kashgar	950,000	60,000,000
Corra	Kingkitao	450,000	20,000,000
Total about		3,000,000	150,000,000

and is 1,250 miles broad, and about 3,000 long.

THIBET or TIBET, called by the natives Pice or Pue Kou-chim (snowy region of the north), and the Tangat of Marco Polo, which contains three divisions, viz:—

Provinces.	Capital.	Area in Square Miles.	Population.
Tibet Proper	Sassa	680,000	2,280,000
Bootan	Tassisudon	65,000	1,540,000
Little Tibet.....	Ludak	55,000	1,180,000
Total		800,000	5,000,000

and is 2,500 miles long and 500 broad.

The country of China Proper is diversified, flat, fertile, and intersected with numerous large rivers, canals (the Grand Canal carries an inland navigation from Canton to Pekin, 1,400 miles, it was begun in the 13th century, and 30,000 men were employed 43 years to complete it), and several chains of granite mountains. In appearance it is beautifully picturesque, owing to the style of building, and form of the trees and plants. The soil is good, and agriculture in the highest degree of perfection. The climate of the southern part is very hot, and the northern part liable to the rigours of an European winter. Their language is the most singular on the face of the earth, and seems originally to have been hieroglyphical. Education is general, and the children of the poor are taught to follow the trodden profession of their fathers. Its manufactures and productions are, viz:—

Manufactories of almost every article of industry, Porcelain (the clay is called *Kaolin*), Gold, Silver, Iron, White Copper, Cinnamon Copper, Mercury, Lapis Lazuli, Jasper, Rock Crystal, Woodstone, Granite, Porphyry, Marbles, Tin, Lead, Coal, Tuttenague (a mixture of copper and zinc). In it are to be found growing the Tallow Orange, Plantain, Tamarind, and Mulberry Trees, Tea Plant, Lime, Citron, Lemon, Pomegranate, Vine, Tse-tse (a kind of fig), Li-tchi (like a date in size), Long-yeu (Dragon's eye), Pi-tsi (water chesnut), Tsi-chu (varnish tree), Camphor Tree, Bamboo Reeds (as large as big trees), Tie-by-mon (Ironwood), Cotton, Betel, Tobacco, &c. Musk Deer, Tigers,

Buffaloes, wild Boars, Bears, Rhinoceroses, Camels, Deer, Kinki (golden fowl), the finest in the world; and some of the most beautiful birds, both in form and plumage, abound in this extensive empire.

The Chinese are of a dark copper-coloured complexion, small eyes, high cheek-bones, pointed chins, flat noses, and large ears, and the female is considered beautiful in proportion to the smallness of her foot. They are greatly addicted to smoking opium, and their manners are different from those of all other nations. Their religion is the doctrine of Confucius.

The country of Chinese Tartary is diversified by all the grand features of nature, having extensive chains of mountains, immense rivers and lakes, intersected by the vast desert of Cobi (Herodotus' Golden Desert) or Shamo (1,400 miles in length) having only a few oases and habitable spots; it is destitute of water and plants, and only camels can with safety pass over it. The soil is chiefly black sand; wheat is cultivated, and agriculture not wholly neglected. Their trade consists in Guiseng Pearls, Musk, and Gold. Camels, tigers, wild horses, asses, and an animal which grunts like a pig, abound in this country. The climate is very cold, but superior to Siberia. It is governed by Khans, who are tributary to the Emperor of China. The inhabitants (Mongols) are a nomadic people, and live principally in tents. Their religion is Shamonism, of which the Dulai Lama of Thibet is the head. There are three languages, viz:—The Mantchoory (the most learned and perfect of the Tartarian

idioms), Mongolio, and Tartaric, all radically different from each other.

The country of Thibet, or Tibet, which is considered the highest in Asia, is confused and shapeless, having forests of large trees, and sides of mountains covered with perpetual verdure, yet in some places low rocky hills, and extensive arid plains are encountered. The soil is rocky, and impedes agriculture. The vales are under water in winter, but ploughed and sown in summer. The climate of Bootan is temperate, but the winters are severe. In Tibet a remarkable uniformity of temperature prevails, but its characteristic is dry and parching cold in winter, with little heat in summer. The manufactures and productions are Shawls, Woollen Cloths, Gold Dust, Diamonds, Pearls, Lamb Skins, Musk, Rock Salt, Tincal (crude borak), Wild Fowl, Game, Sheep, Goat, Herds of Cattle, Cashmere Goats, Ponies, Musk Deer. Yak (a singular breed of cattle, with long hair, the tail flowing and glossy), abound in this country. The Tibetans are gentle and amiable, the women are allowed a plurality of husbands. Their religion is Shamonism, or the system of Boodh, and its chief is the Grand or Dulai Lama, considered as an incarnation of the Deity, and includes the belief in a Supreme Author of all things, under whom the universe is governed by numerous spirits and genii of that great power. The palace of this Pontiff is at Pata-la (Holy Mountain), seven miles E. of Lossa, and is a most magnificent and splendid edifice, containing 10,000 apartments, with vast numbers of solid gold and silver images,

besides other ornaments of immense value. They respect the cow and the waters of the Ganges (which they believe to have their source in heaven), and Samiasses or Indian Pilgrims often visit the Grand Lama, several hundred of whom reside at his court.

The Empire of Tchou Koue ("centre of the earth") according to the Chinese records, which must be considered as *questionable*, places the formation of their nation many thousand years before the Deluge (2,348 B.C.), but it is most probable that such took place about 2,207 B.C., when the celebrated Fohi (by many writers thought to be another name for Noah) divided the people into families and tribes, and introduced civil government and the arts and sciences. Sir William Jones, who admits the great antiquity and early civilization of these people, states that the Sanscrit Records allude to the migration from India of a military class termed "*Chinas*" to the countries east of Bengal, which is probably correct, in as much as no other authors have given any satisfactory derivation of the word "*China* or *Tsin*," except Rendorft, the compiler of "*Mahometan Travellers of the Ninth Century*," who designates it "*Sin*," but pronounced by the Persians "*Tchin*," and many peculiarities of their manners, institutions, and religion bear a close affinity to those of the Hindoos. All we afterwards know of the ancient history of this empire is that Confucius, their great philosopher, flourished about 530 B.C., and appears to have been a contemporary with the second Zoroaster, the author of the

Zend Avesta. Its modern history appears to begin with the great dynasty of Han, which lasted four centuries and a half, and was overthrown in 266 A.D., from which arose six petty dynasties, which lasted from 266 to 608 A.D., but in 618 the royal house of Tang ascended the throne, under whom the empire became powerful and opulent. The most illustrious prince of this line was Tai-tsong, who extended the kingdom as far as Western Asia. This dynasty was succeeded by five lines of weak monarchs, till 960 A.D., when the Song dynasty was founded, which reigned until 1,279 A.D., when this empire became subject to the Mongol Tartars, who are supposed to have been confounded with the Hunni (Huns) under the national name of Khan (people), who in 374 A.D. crossed the Wolga and Don from the banks of the Palus Mæotis (Sea of Azoph), founded an extensive empire between the Theiss and Don, driving the Goths and Alans before them, and in 378 poured down on the provinces of the west and east under Attila, in 435, extended their conquests to the borders of the Baltic Sea, threatened the Roman Empire with destruction, and who seem to have flourished in this kingdom about the year 130 A.D. under the celebrated Khan Oguz, and to have continued making extensive conquests during the reigns of Genghis and Timur. Kublai Khan (grandson of Genghis Khan) was the founder of this new line of monarchs, and extended his power over all Asia. His successors ruled over this nation till 1368, when they were expelled by the founder of the native

dynasty of Ming, the last prince of which was Haoitsong, in whose hands the empire fell into disorder. The Mantchoos were called in to quell the disturbances, but in 1644 their own sovereign seized possession of the throne; he was succeeded by his son (Kanghi) in 1661, who proved himself one of the most distinguished princes that had ever ruled over this vast empire. In 1736 Kien-Song, the fourth sovereign of the Mantchoo dynasty, ascended the throne; in 1799 Kea-King succeeded him, and in 1820 Taou-Kuang, the present emperor, mounted the throne. In 1839 the Chinese Government destroyed all the opium belonging to the British Merchants at Canton, and grossly insulted the British residents. The English Government declared war against them, and after having chastised them most severely a peace was concluded in 1842, and the Island of Hong Kong ceded to England, and a compensation of £5,000,000 sterling was paid by the Chinese as an indemnification for the expenses of the war, and the opium which they had destroyed. At the same time they granted permission to the British to trade at the ports of Amoy, Fuh-Chou, and Shanghai. This empire has for a long time been in a state of civil rebellion, and in consequence of the Chinese authorities having seized upon some English vessels, in 1857, war was again declared against them, and Canton has been taken possession of by the united forces of England and France.

REFERENCES.—Heeren, Herodotus, Turner, Tytler, Brooks, Ewing, Thomson, Cornwall, Sir William Jones, Renaudot,

Sir George Staunton, Lord Macartney, Alison, &c.

We then approach

HONG KONG

(Island of Sweet Water).

Principal Port, Victoria, founded in 1842.

Population, 25,000.

Lat. 22° 12' 30" N. Long. 114° 12' 40" E.

HOTELS.—British and others. Tariff—16s. to 24s. per diem, exclusive of all drinkables.

POSITION.—The town, which is a mile in extent, is not very pleasantly situated, being almost entirely surrounded by barren rocks, but the approach to it is extremely beautiful and picturesque. It lies at the entrance of the Canton River.

CONVEYANCES.—Palanquins, Horse Carriages, Boats, &c., about the same rates as at Bombay. Junks to Canton, fares, 3 to 12 dollars (12s. to 48s.)

STEAMERS.—Peninsular and Oriental Company's vessels leave on the 1st and 15th of every month, for Singapore (6), Penang (10), Point de Galle (16), Bombay (21), Aden (27), Mauritius (37), Suez (35), Alexandria, (37), Malta (40), and Europe (43 days); also for Amoy, Shanghai, and Manilla, on the 10th and 26th of every month, in 4 days.

SAILING VESSELS.—To all parts of the world at different periods, generally about once a month. Boat hire, half a dollar (2s.) per diem.

LANDING.—On landing in all parts of China, except Her Majesty's dominions, half a Spanish dollar (2s.), must be paid by each person to the Mandarin.

COINS.—Foreign money circulates here,

but especially the Spanish dollars, which are frequently cut into halves and quarters, and are termed cut-monies, as in the West Indies and the western coast of Africa. The only coin made in China is the Cash, which is used in small payments. It is composed of six parts copper and four lead, is round, marked on one side, with raised edges, and has a square hole in the middle. A Tael of fine silver is worth 1,000 cash, and is valued at about 6s. 8d. Silver Ingots are used as money, and weigh half a Tael to 100 Taels (best). Gold is sold as merchandise in Ingots, called "Shoes of Gold," of 10 Taels each.

WEIGHTS.—The gold and silver weights are :—

16 Tael	make	1 Catty.
10 Mace	...	1 Tael.
101 Candarines or	}	= 1 Tael.
1000 Cash		
100 Taels make 120oz. 10 dwt. Troy.		

1 Tael makes 579·8 English grains.

The merchandise weights are :—

1 Tael	makes	0lbs. 1½oz.
16 do.	„	Catty 1½ 0.
100 Catties	make	1 Picul—133½lbs.
Advoirdupois or		162lbs. 0oz. 8dwt. 13gr. Troy.

The Chinese call the Catty (Gui); Tael (Lyang); Mace (Tchen); Candarine (Fivan); Cash (Lis).

THE LONG MEASURE:—

	Eng. Inches.
10 Punts make 1 Cobre,	equal to 14·625
1 Foot Malhern Tribunal	„ 13·125
1 Do. Builders', called Congpee	„ 12·7
1 Do. Tailors' and Tradesmen	„ 13·33
1 Do. Engineers',	„ 12·65

1 Li is equal to $1.897\frac{1}{2}$ feet English,
 $192\frac{1}{2}$ Li is equal to 1 Degree.

THERMOMETER in-doors in the shade, $94\frac{1}{2}^{\circ}$
 „ out of doors „ 99°

The RAINS are later than at the Indian
 Presidencies, but much falls in the month
 of July.

SEASONS.—July to August are the
 hottest months in the year.

CLIMATE.—It is extremely hot, and
 much more oppressive than at Bombay,
 but in the winter months so cold that fires
 are required.

EUROPEAN MODE OF LIFE IN CHINA.—

All Europeans generally rise at ... 5 a.m.

Take a bath and coffee or tea 6 „

Ride or drive out until... 8 „

Breakfast at 9 „

This meal is similar to that in
 India, and consists of fried fish
 or cutlets, curry, cold meat,
 boiled eggs, bread and butter,
 fruit, pale ale, preserves, &c.

Business hours from.....10 a.m. to 4 p.m.

Tiffin (luncheon as in India) at ... 1 „

Dress, and driving out from ...5 to 7 „

Dinner at 7 30 „

The dessert generally consists of cheese,
 with pine-apples, mangoes, long-yeu (which
 is about the size of a nut, with a brown
 outside, the edible part being white and
 tender, though somewhat watery in taste),
 and lytchi, which is similar to the former,
 having the kernel black, and is considered
 by the Chinese as the finest fruit in the
 universe.

DRINKABLES.—French, Spanish, and
 Portuguese wines, brandy, soda water, and
 pale ale, all of which are iced.

TEA.—It is always served up on a tray

in the evening, after dinner, as *café noir* is
 done in France.

THE COST OF RESIDENCE IN CHINA
 is much more expensive than in the Indian
 Presidencies, as the maintenance of an
 establishment on a middling scale may be
 calculated at 6,000 dollars, or £1,200 per
 annum, without including that of a car-
 riage, palanquin, or horses.

THE LIVING OF THE CHINESE costs very
 little, and does not exceed a dollar (4s.)
 per head.

The expense of keeping a boat is about
 28s. (7 dollars) per month.

RICE is bought by the Picul (124lbs.
 avr.), and costs $1\frac{3}{4}$ to $2\frac{1}{2}$ dollars (7s. to 10s.)

The appearance of the town has a
 European stamp, except that no females
 are seen walking about, and that Chinese
 of all classes are continually pursuing their
 various callings in the open streets.

The general appearance of the streets
 in China is that of great activity and
 bustle, men being seated in groups work-
 ing at their various avocations of smiths,
 shoemakers, carpenters, &c., whilst others
 are talking, playing at dominoes, or dining
 in the numerous booths that are erected
 in the open air for that purpose. The
coup d'œil on the banks of the rivers is
 exceedingly picturesque; they are generally
 skirted by Banana and other fruit trees,
 very prettily arranged in lines or groves,
 but planted more for use than ornament.
 Villas with sloping, pointed, and indented
 roofs, with coloured tiles, inlaid with
 a mixture of different hues, are scattered
 about under groups of shady trees, and
 Tas or Pagodas, about nine, and even

as small as three stories high, appear on eminences in the vicinity, and look remarkably picturesque. The scene on the rivers is exceedingly animating and amusing. There may be seen numerous junks of immense size (from 500 to 1,600 tons burthen), most curiously shaped, having poops that hang over the water, ornamented with large windows, extensive galleries, and covered in with roofs, like houses—long, flat, broad, China Men-of-War, mounting 20 or 40 guns, having two immense painted eyes let into their prows, to enable them to find their way across the dominions of Neptune, as the Chinese affirm. Mandarin boats with painted sides, doors, and windows, carved galleries, and handsome silk flags floating from their tops. Flower boats, with their galleries tastefully decorated with flowers, twined into various grotesque devices. Each of these floating nurseries contains a large apartment and several cabinets, which are reached by passing through doors and windows, which have rather a Gothic appearance. The walls are hung with mirrors and silk drapery, and, suspended from the centre of the vessels are glass chandeliers and coloured paper lanterns, beautiful little bouquets of fragrant flowers being hung in little ornamental baskets between them, which gives each boat the appearance of being the abode of some sylph-like fairy. These boats are stationary, and are used by the Chinese as places of amusement, both by day and night, plays, ballets, and conjuring tricks being performed on board of them; but no females, except those of a *questionable class*, ever frequent them.

Schampaous, or small boats, some at anchor, others crossing, passing, and re-passing, like the steamers on the Thames, in every direction, fishermen casting their nets in search of prey, men and children swimming and diving about, some of the latter having hollow gourds or air-bladders fastened on their backs, the *tout ensemble* forms such an animated scene of bustle and activity that it is almost impossible to give an accurate description of it.

The domestic economy of a household in China very closely resembles that which should be adopted in the Presidencies of India. The rent of six rooms, with a kitchen, costs about 700 to 800 dollars, or £140 to £160. per annum. The same staff of domestics is required as in India, with this difference, that Chinese women will not attend on European ladies unless greatly *overpaid*, and the whole of the establishment is under the management of a Comprador, or steward, whose duties are to take charge of the plate, linen, furniture, engage all the servants, provide their board, answer for their good conduct, make the purchases required, settle all bills, and in many cases he also acts as cashier to his employers. He has no regular salary, but receives a stated per centage upon all business which he transacts. They are all of them, generally, most trustworthy, and have to pay down a certain sum as a guarantee to some Mandarin, who becomes surety for them. As the Chinese are great adepts in counterfeit coining, the method which these compradors adopt in examining and testing every separate coin, and which is performed with great accuracy and quickness, is well

worthy of notice. A wholehandful of dollars are taken up at once and tossed up separately with the finger and thumb, which enables them to discover whether each rings correctly, and when the coin falls again into the hands reversed, at a glance they can examine the opposite side. Thus in a very short space of time thousands and thousands of dollars are examined. After this process each piece is stamped with the private mark of their employers, which guarantees their genuineness. The peculiar manner in which the Chinese eat is very amusing. They have two small sticks with which they manage most skilfully to convey their food to their mouths; with rice, however, they are unable to pursue this method—they therefore hold the plate which contains it close to their mouth, and actually push it in with the aid of the two little sticks. For liquids they use small round porcelain spoons.

The costume of both male and female among the lower order consists of wide trousers and large garments, both of which are generally extremely dirty, and not discarded until they will no longer hold together. The upper garments of the men reach a little below the knee, and those of the women rather lower, both of which are generally made of nankeen, or coloured washing silk. In the cold season the summer garments are worn over each other, and held together by a girdle—in the hot season they are not confined together, but hang loosely about the body. The heads of the men are shaven, with the exception of the back, the hair of which is allowed to grow, and is then plaited into a queue. The thicker

and longer it is, the prouder is its owner; and, so as to enable it to reach down to their ankles false hair, and not unfrequently black ribbon is worked up in it. During the period of its being thus dressed, and also when the men are employed at work, it is twisted round the neck, but when the owner enters a room it is let down again, as it would be contrary to the laws of etiquette and politeness for a person to appear with his queue untwisted. Females do not cut their hair off, but comb it entirely back off their forehead, and fasten it in most artistic plaits about the head, in doing which a great deal of time is spent, but when their hair is once dressed it is seldom touched for a whole week. It is very common to see both men and women going about with no covering at all on the head. Sometimes they wear bamboo hats not less than three feet in diameter, which are exceedingly durable, and keep off both sun and rain. Sewed stockings and shoes are worn, made of black silk, the soles of which are more than an inch thick, and made of layers of strong pasteboard or felt, pasted together. The lower class of people generally go barefooted. Thin grey moustaches are only worn by those who have been so fortunate as to become *grandfathers*, an honour of which they are exceedingly proud. Young men not only grow no beard but wear no moustache.

The most economical mode of living adopted by the Chinese is that of residing on board boats, which generally measure about 25 feet in length, in the arrangements of which are combined the greatest

order and cleanliness, as each single plank is well scrubbed and washed daily. The husband goes on shore to work, whilst the wife gains what she can by ferrying persons over, or letting the boat out to pleasure parties. Every inch of space is turned to advantage, and there is always a small domestic oratory. The cooking and washing are performed on board; still the hirer of the vessel does not suffer the slightest inconvenience, and nothing offensive meets his view.

The appearance of these singular people may be thus described. They are of middle stature—the complexion of the peasants and labourers is rather sun-burnt, that of the rich people and ladies white, their faces are flat, broad, and ugly, their mouths large, their fingers long and thin, the nails of the aristocrats are allowed to grow very long, (about 1½ inch) the rich ladies are stout, and their feet, which are very small, are generally swathed in white linen or silk, bound round with silk bandages. The manner in which they deform their feet is thus: four of the toes are bent under the sole of the foot, to which they are firmly pressed, and to which they grow together; the great toe is left in its natural state. The fore part of the foot is compressed with strong bandages, so that it shoots upwards, and appears like a large lump at the instep, where it forms, as it were, part of the leg. The lower portion of the foot is scarcely more than 4 inches long and 1½ inch broad. The value of a bride is reckoned by the smallness of her foot.

MOST REMARKABLE OBJECTS OF IN-

TEREST. — The Harbour, Government House, Public Offices, Docks, Custom House, Esplanade, Barracks, Hospital, Post Office, Supreme Court, Workshops of Painters, Wood, Ivory, and Tortoise Shell Carvers, Ware Rooms, Silk and Crape Shawl Manufactories, &c.

SEA VOYAGE TO CANTON (in a Junk, 2 to 3 days).—The traveller can proceed from Hong Kong in a junk, and although the society will not be select, still he will find much to interest and amuse him. The Chinese on board generally play at dominoes, smoke, chat, play on an instrument of three strings, called a mandolin, the melody of which is anything but pleasant, and drink tea out of little saucers without any sugar. The Chinese women amuse themselves by smoking out of pipes with very small bowls. It is customary in China to use little stools of bamboo or pasteboard as pillows; they are rounded at the top, about 8 inches high, and 1 to 3 feet long, and are not by any means so uncomfortable as might at first be imagined, and the traveller will be rather amused to see the Chinese lying about the decks with their heads resting on these stools. The River Si Kiang, one of the principal in China, is passed. It is about eight miles broad at a short distance from where it enters into the sea. The country is beautiful, and the fortifications on the hills render the scenery pretty and romantic. Near Hoo-mau (Whampoa) the stream divides into several branches, and that on which the traveller sails up to Canton is called the Pearl Stream. All vessels deeply laden are obliged to anchor at Whampoa

(15 miles from Canton), on account of the shallowness of the Pearl Stream. For miles below Canton the villages are thickly scattered about, but are chiefly composed of miserable huts built on piles driven into the river.

CANTON

(On the Pe Kiang River).

Circumference, 9 miles.

Population about 1,500,000.

Lat., 23° 7' 10" N., Long., 113° 14' E.

Position on the eastern bank of the River Pe Kiang, and finely located at the head of a bay into which two large rivers flow.

HOTELS.—British, and two others.

TARIFF.—16s. to 24s. (4 to 5 dollars) per diem, exclusive of all drinkables.

CONVEYANCES.—The same as at Hong Kong.

JUNKS to all parts of China and the Straits.

BOAT HIRE.—½ dollar (or 2s.) per day.

MOST REMARKABLE OBJECTS.—The Walls, Gates, Barracks, Governor's House, Flower Boats, Junks, Dwelling Boats, Exchange, Factories (Hong), Respondentia Walk, Quays, Warehouses, Old and New Cities, Lace and Silk Manufactories, Painters, Carvers (in Ivory, Wood, and Tortoise-shell), and Rice Paper Workshops, Custom House in the vicinity. The Temple of Honan (which is supposed to be the finest in China), and Mercy, Dwelling of the Holy Pigs, Bronze Mausoleum, Half Way Pagoda (between Canton and Whampoa), an excursion twenty miles up the Pearl Stream from

Canton, Heeren, Pagoda, Madarin Palace and Gardens, Tea Factory, Ship Yard at the Mandarin Puntequas, Tea Factories at Foush-an, &c. A trip to Chusan, the seat of the war in 1842, will amply repay the curiosity of the traveller.

ISLAND OF AMOY.

Distant 280 miles from Hong Kong.

Lat., 24° 20' N., Long., 118° 45' E.

POSITION.—On the South Eastern Coast of China.

Pop. 30,000. Circumference, 15 miles.

HOTELS.—British, and several others.

TARIFF.—16s. to 24s. (4 to 5 dollars) per diem, exclusive of all drinkables.

CONVEYANCES.—See Hong Kong.

JUNKS to all parts of China and the Straits.

BOAT HIRE.—½ dollar or (2s.) per day.

MOST REMARKABLE OBJECTS.—The port, which is capable of receiving 1,000 ships, Fortifications, the Governor's Residence, Warehouses, Quays, Flower and Dwelling Boats, the Lace and Silk Manufactories, Bazaars, Painters' and Turners' Workshops, Tea Factory, Pagodas, &c.

The Peninsular and Oriental Company's Steamers leave here on the 6th and 23rd of every month, for Hong Kong and England, and arrive here with the Overland Mails on the 11th and 25th of every month.

SEA VOYAGE (3 days).—From Amoy to Shanghai. The scenery is very interesting, numbers of junks are constantly in sight, and the land is seen nearly all the way, as the Chinese coast is not lost sight of.

SHANGHAI.**(On the Woosung River.)**

Distant 520 miles from Amoy Island, and 800 from Hong Kong.

Population, 60,000.

Lat., 31° 22' N., Long., 120° 40' E.

POSITION.—About 25 miles from the mouth of the Woosung River, and 43 miles from that of the great river Yung-tze-Kiang.

HOTELS.—The British, and several others.

TARIFF.—16s. to 24s. (4 to 5 dollars) per diem, exclusive of drinkables.

CONVEYANCES.—The same as at Hong Kong.

JUNKS to all parts of China and the Straits.

BOAT HIRE.—½ dollar or (2s.) per day.

REMARKS ABOUT THE CITY.—It is the seat of immense commerce, and one of the four ports to which access has been granted to all Europeans. It is approached by the

river Woosung, navigable for European vessels of large burthen, which gives it all the advantages of a seaport, and is the most northerly Chinese port opened to European trade, and thus connects Europe with a large portion of the Chinese empire.

MOST REMARKABLE OBJECTS.—The City Walls, vast [suburbs, with extensive warehouses, &c., its five Gates, Governor's House, Barracks, Tea Factories, Custom House, Post Office, Exchange, English Cemetery, &c., upon the immense space which was formerly a Chinese Burial Place.

IN THE VICINITY.—The Tea Garden, which is the only public one, and much frequented.

STEAMERS.—The Peninsular and Oriental Company's Steamers leave here for Hong Kong and England on the 9th and 26th of every month, and arrive at this place about the 14th and 30th of every month, with the Overland Mail.

SKELETON OF ROUTE No. 14.

FROM LONDON VIA DOVER, OSTEND, BRUSSELS, COLOGNE, MENTZ, BASLE, LUCERNE, THE RHINE JOURNEY, MILAN, ALEXANDRIA, SUEZ, ADEN, BOMBAY, POINT DE GALLE, PENANG, SINGAPORE, HONG KONG, AMOY, SHANGHAI, AND MANILLA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London so as to proceed to India by the Mails which sail from Marseilles on the 12th & 28th		Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Time Table.		Luggage Allowed Free.		Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.	
			D.	H.	D.	H.	D.	H.	D.	H.	Dep.	Arr.	1st cls.	2d cls.	Per lb.	1st class.	2nd class.	Hotel.	Incidental.	1st class.	2nd class.
2501½	London, via Routes 5 & 6, pp. 27 and 212, to Alexandria	Rail and Pkt.	11	4	10	16½	25	20½			p.m. 8 0	a.m. 10 0	100	56	½d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	Alexandria to Bombay via Route No. 2, p. 112	"bus and Pkt.	11	22	1	15½	14	13½			p.m. 10 0	p.m. 8 0	"	"	"	74	11	6	69	15	9
5683½	Bombay to Point de Galle	Pkt.	5	0	..	..	5	0			a.m. 10 0	p.m. 10 0	£1	"	£1						
911	Point de Galle	Pkt.	6	0	..	..	6	0			.. 10 0	.. 10 0	"	"	"	5	5	0	5	5	0
1213	Penang	..	..	0	..	..	12	0			p.m. 10 0	a.m. 10 0	"	"	"	..	..	0	15	0	0
381	Singapore	..	..	0	1	0	..	0			a.m. 10 0	.. 10 0	"	"	"	5	5	0	..	..	..
1437	Hong Kong	..	..	0	8	0	..	0			.. 10 0	.. 10 0	"	"	"	15	15	0	15	15	0
12026½	Hong Kong to Shanghai	Pkt.	48	2	18	8½	65	10½			..	..	..	..	..	137	6	2	115	9	5
12826½			52	2	18	8	70	10½			..	..	..	..	..	157	6	2	135	9	5

The Homeward Mail Packet leaves Shanghai on the 7th and 23rd, arrives at Hong Kong on the 12th and 28th, and then leaves for Point de Galle, Singapore, Penang, Bombay, Mauritius, Aden, Alexandria, Suez, Malta, and Europe, on the 1st and 16th of every month. The Homeward Bound Traveller must reverse the Route.

ROUTE No. 14.—London to Alexandria, via Routes 5 and 6, described pages 207 and 212, thence from Alexandria to Bombay, via Route No. 2, described page 112. Sea voyage of five days from Bombay to Point de Galle, during which period no land is visible; thence from Point de Galle to Penang, Singapore, Hong Kong, Amoy, Shanghai, and Manilla, via Route No. 13, described page 132.

SKELETON OF ROUTE No. 15.

FROM LONDON, VIA DOVER, CALAIS, PARIS, MARSEILLES, MALTA, ALEXANDRIA, CAIRO, SUEZ,
AND ADEN, TO THE MAURITIUS.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure, so as to proceed to India by the Mails which sail from Marseilles on the 11th & 27th of every month.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Time Table.		Luggage Allowed		Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.	
				D.	H.	D.	H.	D.	H.	Dep.	Arr.	1st class.	2nd class.		1st Class.	2nd Class.	Hotel.	Incidental.	1st Class.	2nd Class.
2379½	London to Aden, via Routes Nos. 1 and 2 ..	Rail and pkt.	6th, 22nd 11th, 26th	12	21	4	20	17	11	p.m. 8 0	p.m. 6 0	336	168	£	£ s. d. 2 69 0	£ s. d. 0 76 18	£ s. d. 24 10 0	£ s. d. 79 14 865	£ s. d. 8 9	
2336	Aden to Mauritius*....	Pkt.	26th only.	12	0	3	0	15	0	p.m. 6 0	..	..	..	1	30 0	030 0	01 0 0	5 0	31 5	031 5 0
5215½			Days	24	4½	7	16	32	20½	..	..	..	..	..	99 0	985 0	77 18	24 15	0110 19	896 13 9

* The Homeward Mail Packet leaves Mauritius on the 14th of every month, and arrives at Aden on the 25th. The Homeward Bound Traveller must reverse the Route.

ROUTE No. 15.

London to Aden, see Routes Nos. 1 and 2, described pages 69 and 112.

Sea Voyage (12 days), during which nothing interesting occurs, as land is seldom sighted, and few vessels seen until we approach

MAURITIUS (PORT LOUIS).

So called by the Dutch, in honour of Prince Maurice, who settled here in 1598. Taken by the English in 1810.

Circumference, 150 miles.

Population, about 100,000.

Lat. $20^{\circ} 9' 56''$ S. Long. $57^{\circ} 28' 41''$ E.

Area, about 500,000 acres.

HOTELS.—British, Dutch, Royal, and several others. Tariff—4 to 5 dollars (19s. to 20s.) per diem for board and residence, all drinkables extra.

CONVEYANCES.—Horses, carriages, &c.

COINS.—Government accounts are kept in sterling money, but mercantile accounts in dollars and cents.

1 Franc = 10d.

1 Spanish Dollar, 4s. 4d.

WEIGHTS—

100lbs. French = 108lbs. English.

15 Feet ,, = 16 English.

Velte = 2 Gallons English.

Thermometer averages about $77^{\circ} 9'$.

Climate healthy, although extremely hot during some portion of the year.

STEAMER to Aden, with the mails homeward, on the 14th of every month, and arrives from Aden with Overland Mail on the 26th of ditto; also once monthly to and from London, *via* the Cape, Madras, and Calcutta.

SAILING VESSELS.—About once monthly from England, and frequently to and from all parts of the world.

REMARKS ABOUT THE ISLAND.—It is singularly picturesque, and is intersected by three chains of mountains about 1,800 feet high, in which the best ebony in the world abounds. The well watered vallies produce large quantities of sugar. Not more than eight or nine vessels can be sheltered here during the hurricanemonths.

MOST REMARKABLE OBJECTS.—The Government House, Custom House, Fortifications, Hospital, Barracks, Theatre, Arsenal, Government Stores, &c.

IN THE VICINITY.—The Peter Botte Peak on the north side, Forests of Maheburg, Savanna and Falcq, Sugar Plantations and Boiling Houses.

HINTS.—Should the traveller have any time on his hands, a visit to one of the sugar plantations will afford him much interest and amusement.

SKELETON OF ROUTE No. 16.

FROM LONDON, VIA DOVER, CALAIS, PARIS, MARSEILLES, MALTA, ALEXANDRIA, CAIRO, SUEZ, ADEN,
POINT DE GALLE, PENANG, SINGAPORE, TO BATAVIA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Date of Departure so as to proceed to India by the Mail, which sail from Marseilles on the 12th & 23rd	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Length of Journey.		Time Table.		Lug- gage Allow- ed Free.	Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.														
				D. H.	H. H.	D. H.	H. H.	Dep.	Arr.	1st cls.	2d cls.			1st Class.	2nd Class.	Hotel.	Inci- dental	1st Class.	2nd Class.													
7607½	London via Routes No. 1, 2, 3, and 13, pp. 69, 112, 187, and 234.	Rail & Pkt.	11th, 27th	32	21	7	8	40	5	p.m. 8	a.m. 10	336	168	2	109	15	9	9	13	2	5	10	0	124	13	11	110	13	9			
550	To Singapore... Singapore to Batavia	" Pkt.	13th, 29th	3	0	..	..	3	0	a.m. 10	p.m. 10	336	168	1	+8	10	0	+5	0	0	0	15	0	0	5	0	9	10	0	6	0	0
*			Days	35	4½	8	4	43	8½	..	..	..	..	..	118	5	9	100	15	7	10	8	2	10	8	2	134	3	11	117	13	9

* The Dutch Government Homeward Mail Packet leaves Batavia (from which place Samarang, Sourabaya, and all places both in Java and Sumatra can easily be reached) on the 4th and 18th of every month, and arrives at Singapore on the 7th and 21st of every month. The Honourable East India Company's Steamers leave for Labuan on the 13th and 29th of every month, and return from that port with the Homeward Mails in time for the Peninsular and Oriental Company's Steamers, which sail on the 3rd and 21st of every month.

† Exclusive of Wine. The Homeward Bound Traveller must reverse this Route.

ROUTES TO BATAVIA AND THE MAURITIUS.

ROUTE No. 16.

LONDON TO SINGAPORE—See Routes 1, 2, 3, and 13, pages 69, 112, 187, and 232.

SEA VOYAGE (3 DAYS) TO BATAVIA.

Land is only occasionally lost sight of. The Island of Lingen is sighted and passed, and then the vessel proceeds through the passage between Sumatra and the Island of Banca, celebrated for its tin mines; after which the port of Batavia is reached.

BATAVIA,

CAPITAL OF THE ISLAND OF JAVA.

Population, 100,000; latitude, 6° 11' south; longitude, 106° 54' east; area, 50,000 square miles.

HOTELS.—Les Pays Bas. **Tariff:**—Board and residence, 5 florins per diem, which includes breakfast, dinner, tea, and a bedroom. All drinkables are extra. Claret, 3 florins, pale ale, 1½ florin, Seltzer water, 1 florin, per bottle.

CONVEYANCES.—No dawks or palanquins are used at this place. All travelling is done by posting, the roads being excellent. Post-horses, at the rate of 1½ to 2 florins per paal (rather less than an English mile), which are supplied by government. No carriages are supplied, so that the traveller must purchase a carriage, or hire one; rate, 5 florins per day.

DILIGENCES.—To Buitenzorg, about 25 miles from Batavia, twice weekly, and *vice versa*. Fare, 12 florins. To Samarang and Jolo, about 70 miles from Batavia.

SOURABAYA.—STEAMERS

To Singapore on the 13th, touching at Rhio and Mintock, with the monthly mails. Fare, 40 dollars (exclusive of wines, &c.), or 175

florins. To Padang, Macassar, and the Moluccas, on arrival of the Overland Mail, and *vice versa*. To Samarang and Sourabaya, twice weekly. Fares: to Samarang, 125 florins; to Sourabaya, 200 florins.

SAILING VESSELS.

About 400 to 500 from Batavia to all parts, but especially to Holland, to which the fares are—1st class, 1,000 florins; 2nd class, 500 florins, exclusive of drinkables.

STEAMERS.—The Dutch Government vessels sail for Singapore with the Homeward Mails on the 4th and 7th, and return from thence on the 13th and 29th with the Overland and Manilla Mails, which arrive here on the 3rd and 15th of every month.

THERMOMETER.—In the shade, 70° to 92½°; averages about 83° all the year round. In the sun it sometimes rises to 120° Fahrenheit.

CLIMATE.—There is no perceptible difference in the temperature all the year. It is one perpetual summer, only varied by very heavy showers of rain, and thunder storms during the rainy season.

MONSOONS.—The fair season sets in about the beginning of April, and continues to the middle or end of October. The rainy season begins in December, and is at its height in January and February.

COINS.—The florin (guilder) is divided into cents., or 100 parts, represented by copper coinage called doits. 12 florins make £1 sterling. Doubloons received at the Custom house at the rate of 100 Spanish dollars for 260 florins. Sovereigns generally pass for 12 florins.

MOST REMARKABLE OBJECTS OF INTEREST.

Harbour, Old and New Towns, Churches, Custom House, Government House (Stadt

House), Hospital, Ethnological Museum (rich in antiquities and objects of natural history), Concerts (once a month), Theatre (twice weekly), Opera (twice weekly), Fort (built of coral rock), Town Wall (built of dense lava from the volcanoes in the centre of Java), Mosques, Observatory, Canals, Canal Boats, &c.

MOST INTERESTING OBJECTS IN THE VICINITY.

The volcanoes (most of which can be ascended to the mouth of the crater). The Gedeh and Taukelasgniwi are within a few days' journey of Batavia. The Valley of Death, about three quarters of a mile from the main road between Samarang and Sourabaya; the Upas Tree, found in the eastern part of the Island of Java; the Mineral Springs, Waterfalls, Ruins of Hindoo Temples, Government Establishment and Dry Dock at Oureest, an island seven miles from Batavia. The Citadel, situated at Ryrwyh, about $2\frac{1}{2}$ miles outside the town, is well worth viewing. It is very strong, admirably planned, capable of containing 4,000 men, and is provided with an Artesian well. Horticultural Gardens and Governor's Palace, at Buitenzorg, are well worth a visit.

THE RUINS OF MADJA PAHIT

Are visible at no great distance from the high road betwixt Madjo Verto and Werosoto. These ruins indicate the bygone splendour of the place, and lie concealed in a dense grove of wood. The great figure represents Menak Djingo, king of Balanjo-bangan; the female figure represents the Queen Koesvenoe Kentjono Woengoen. All about lie scattered remains of blocks of masonry, columns, altars, figures of gods and goddesses, and the entire scene is one of the most utter desolation.

THE RUINS OF PAMBANAN TJANDE SEWOE, OR THOUSAND TEMPLES,

Are situated betwixt Joyjakartao and Soerakartu (population, 100,000), about four leagues from the latter place, and are considered as the most remarkable in Java. In the centre of an extensive plain, almost a square, rises a great temple about 60 feet in height. Annexed to its four sides are four smaller buildings that form an entrance to the principal one. The exterior is profusely ornamented with chiselled statues and bas-reliefs. In four or five rows round the chief temple there are about 200 smaller ones of similar architecture. The four lateral temples, and those that still remain entire, afford abundant proof of the magnificent rich chiselling bestowed upon them, as well as on all the others. There are eight colossal statues of seated figures, about 9 feet high, seated two by two at the four entrances. By a flight of steps the entrance is reached, and then passing along a narrow passage formed by massive walls, an open space is gained, which was formerly vaulted over, and where are still to be seen some niches in which statues were placed in days of yore. Proceeding along another passage, as broad but not as deep, there is a lateral aperture on each side, opening on to a terrace which surrounds the whole of this immense building. The four lateral temples are exactly alike, except the eastern one, which has in the back wall a second flight of steps leading to the *sanctum sanctorum* of the principal temple, the only remains of which is a dark vault about 20 feet square. The Merapi (the largest volcano in Java) rises in all its majestic azure brightness in the back ground.

THE RUINS OF MOENDOET

Are situated in the village of Deesa of Moendel, in the Residency of Kadoe, in central

Java, to reach which it is necessary to proceed from Mageland, the capital of the Residency of Kado, in a southerly direction, along a good broad road, through extensive rice fields ("sawahs"), and masses of fruit trees, whose luxuriant foliage forms a complete shady avenue. On the right is seen the majestic Soembing; and on the left the awful Merapi, whose summit emits forth a continual cloud of smoke. As the village of Moendoet is approached the harmonious notes of the gamelon (a Javanese instrument) are heard. The village is situated in the district of Probollunggo, near the confluence of the Kali Elo and the Kali Progo, or rather, where the former falls into the latter; and a little further up, on the left bank of the Kali Elo, is a dark grey or brownish mass. From a distance it appears but a mere crag, or some volcanic formation, having the appearance of truncated pyramids, about the height of 60 or 70 feet. It is, however, a large octagon building, formed of great square stones, distinguished by terraces and galleries with a high cornice, which surround the entire edifice. Its walls are covered with niches, arabesques, and carvings, which have escaped the scythe of Old Father Time. In 1834 these ruins, which had lain more than half concealed under volcanic ashes, were, through the untiring exertions of the resident, C. L. Hartman, Esq., cleared away from the surrounding sand and rubbish, which lies about in heaps. The hand of time has most assuredly committed more ravages on these monuments than the earthquakes and volcanic eruptions, which but now seldom visit Java. The principal cause of their decay arises from the luxuriant growth of vegetation (but particularly that of the fig trees, which strike their roots into every crevice, and continue to encroach and increase both in

strength and size), which is continually expanding, crumbling basalt and trachyle into dust, and overthrowing temples and statues. The building is built of trachyle lava, cut into square blocks, but so beautifully adjusted that no cement was used in the erection of the edifice; in fact, such is the case with all the temples in Java. This lava consists principally of felspar which, is well known to be very subject to decay; and yet this temple is one of the best preserved in all Java, some of the statues in it being quite entire, and of much more colossal dimensions than those found in any of the other temples. The entrance, until lately, was blocked up by rubbish, and heaped up with volcanic ashes. Such may have tended much to its preservation. On the westward side is the entrance, on a high terrace, or gallery. The lower terrace is descended by a flight of fourteen stairs. The gallery is on a lower level than the surrounding country, and the moat, which surrounds the building, was caused by the considerably deep diggings which were made to clear the rubbish and volcanic ashes away. All researches as to the period when the Merapi vomited forth the immense mass of ashes and sand which lie here have proved unsuccessful; nor is it likely that any accurate information on this point will be obtained, unless some records exist at Kedakong (a village situated at a height of 5,270 feet on the north-west slope of Merkaboe). Beyond that village, and rather higher up, there stands a solitary house, which is considered by the Javanese as a holy place, and from the examination of which they always endeavour to avert the attention of all travellers. It is reported to have been inhabited by a solitary priest, who fled from Boro Bundo, and found a safe retreat in these mountainous recesses, when the Mahommedan creed was introduced into

the island. An enterprising Dutch traveller, however, has visited that hermitage by stealth, and found therein eight or nine wooden chests filled with MSS. on Soutar leaves, having Kawi and Sanscrit characters traced thereon. An elaborate account of all these ruins may be found in the "Tijdschreft voor Neerlandsch (sixth year, pages 338 and 340; first year, pages 71 and 398)." The most probable conjecture is, that this mass of ashes and sand was not ejected at one eruption, but by a course of successive vomitings, as the easterly trade wind which predominates in high altitudes would blow over the ash and sand ejected from the Merapi to all the temples that lie west of the volcano. A gateway and narrow passage leads us to the interior, where is described a colossal statue, which is, however, scarcely visible, owing to the darkness of the place, light being admitted into it only through the entrance. The roof is formed of square projecting stones, placed closer and closer together as they approach the top, which presents the appearance of an inverted staircase. Immense numbers of bats resort to this place in the day time, and may be seen on all sides from the projecting stones. In the centre is a colossal statue representing a male figure, whose gigantic proportions are highly imposing. It is about 14 feet high, formed of a single block of stone; and as the entrance to the temple is narrow, and only 8 feet high, it must have been brought there before the walls were raised. The expression of the features has a feminine softness. The face is oval, but broader at the lower part of the head, which is generally the case with all the antique Indian statues in Java. The head is uncovered, with an abundance of short curly locks. The impression of its brow is that of benevolence, and yet meditative. Its eyes are cast downwards. The

position of the hands, as well as that of the fingers, whose tips come into contact, adds greatly to the expression of the countenance. The statue appears to represent a person in deep meditation, and seeking the solution of some significant problem. The two figures on either side of the statue give the idea of two followers of some great master, sunk in silent meditation at his word. They are 8 feet high; their brows are adorned with a treble diadems, and their shoulders, arms, and ears are decked with rings and other ornaments. The great statue betwixt the two smaller ones is, on the contrary, represented without any ornament, and even naked. I am inclined to think that this group represents the Incarnation of Vishnu; that is to say, Buddha accompanied by two of his worshippers, to whom he is revealing the mysteries of his creed (which are most graphically and concisely explained in Dr. Putz's Hand Book to Ancient History and Geography, page 27, edited by Dr. Arnold), and to which the other two are listening in silent admiration.

At Batten is a poisoned valley, one mile in circuit, 30 feet deep, and of an oval shape; the bottom of the soil is flat without vegetation, and very stony. Skeletons of all kinds of animals lay about in dreadful profusion, and when cast therein they never move their limbs after three or five minutes.

KIRANEA

Is one of the most singular volcanoes known. It is not a mountain, its crater being about 1,000 feet below the level of the surrounding country. This depression is about 15 miles in diameter, there are two lakes of boiling lava in it, one $\frac{1}{4}$ mile and the other $\frac{3}{4}$ mile in diameter. It has 50 cones, some of which are continually vomiting forth lava, &c., which feed the molten sea around them, and resemble immense waves of liquid fire.

SOURABAYA,

In lat. 7 deg. 14 m. south ; long. 112 m. 55 s. east ; population 26,000, situated within the narrow strait formed by the Islands of Java and Madura. Distance, 370 miles from Batavia. Conveyances, Steamers and Diligences to Batavia.

MOST REMARKABLE OBJECTS.—Fortifications, arsenal, dockyards &c.

SURACARTA.

Population 100,000. The palace of the Emperor of Java. Distance from Batavia, 245 miles.

DJOCJOCARTA.

Population 100,000. Distance from Batavia, 230 miles. The Palace of the Sultan (Javanese).

THE RUINS OF THE GREAT TEMPLE OF BORO-BOUDO

Are situated about $1\frac{1}{2}$ mile from the village of Brodjong-alang, opposite to Moendoet on the right bank of the Kali-Progo, where there is also a smaller temple. It appears clear, from the statues, as well as the carvings of these temples, that they were erected in honour of Bonddha (Jav. Boudo) whereas the others in Selogrijo-Perot, and Preugepoes are as visibly dedicated to the worship of Siroa, and it may not inopportunately be asked, did the Brahmins and Bouddhists live here together in peace at the same period ? Or did they take root here successively, and in that case which of the two preceded the other ? There is also an unfinished statue of colossal dimensions in the vicinity of Tra-was-on-Penang.

Domestic economy at Batavia is the same as in the Three Presidencies of India. See pages 140 to 180.

SKELETON OF ROUTE No. 17.

FROM LONDON, VIA ROTTERDAM, TO BATAVIA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Date of Departure to sail by vessels from Rotterdam.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Time Table.		Luggage Allowed.	Charge for Over-weight.	Fares.		Extra Expenses.		Total Expenditure.	
				D.	H.	D.	H.	D.	H.	Dep.	Arr.	1st class.	2nd class.	1st class.	2nd class.	Hotel	Incl. incidental	1st class.	2nd class.
200	London to Rotterdam.....	{ Stm Pkt.	1st Sunday in the Month.	1	0	0	0	1	0	a.m. 10 0	a.m. ... 10 0	336	168	£ s. 2 2	£ s. 1 10	£ s. 1 0	£ s. 0 5	£ s. 3 7	£ s. 2 15
9000	Batavia.....	{ Sing nesday in every Month.	1st Wednesday in every Month.	85	0	3	0	88	0	10 0	10 0	...	7s. Per Cwt.	85 0	45 0	2 10	0 10	88 0	48 0
9200	Miles.		Days	86	0	5	0	91	0	...	...	...		87 2	46 10	5 10	0 15	93 7	52 15

The Homeward Bound Traveller must reverse this Route.

ROUTE No. 17.

LONDON TO ROTTERDAM.—Sea and river voyages (24 hours.)

As the traveller steams down the river Thames, the first object which attracts his attention is London Bridge, built in 1831, cost £500,000. It is about 100 feet higher up the river than the old one, a wooden structure, which was swept away by the river in 1091, or the stone one which was built in 1209, with houses on its sides, which were taken down in 1757. It has five arches, the centre being the largest ever constructed, the span of which is 152 feet 6 inches. The roadway is 52 feet in width. Then

THE CUSTOM HOUSE,

Having a river frontage of 484 feet in length, and 100 feet in breadth; 180 distinct apartments. The long room 190 feet long, 66 feet wide, and 50 feet high. A good promenade before the building fronting the river. It was erected in 1817.

THE TOWER,

Which originated with the Romans, but its principal foundations were laid by William the Conqueror. The outer walls cover a space of 12 acres, surrounded by a deep ditch. The entrance is through four successive gates. It contains the bell tower (the prison of Queen Elizabeth), traitor's gate, bloody tower (where the two princes were murdered by order of their uncle, Richard III.), white tower, Waterloo barracks, tower chapel, horse armoury, (at the entrance of which is the dark narrow cell of a prison where Sir Walter Raleigh was confined 15 years, and in which he wrote his "History of the World"), ordnance store rooms, jewel office (containing the regalia), governor's residence, council chamber (in which is kept the record of the gunpowder plot), Beauchamp tower (the ancient state prison,

as the carved memorials in its walls bear testimony), Develin tower, Bowyer tower (where the Duke of Clarence was drowned in the Malmsey butt), flint and brick tower (where Lady Jane Grey was imprisoned), and the Wakefield tower (where Henry VI. was murdered), after which he passes through quite a labyrinth of ships from all quarters of the known globe, continuing through the Upper and Lower Pool, where an immense number of colliers are to be seen discharging their cargoes of black diamonds. Then the Church of Limehouse, with its elegant steeple, is seen, and also the

THAMES TUNNEL,

Which affords communication between Wapping and Rotherhithe. It is 1,300 feet long, passes underneath the river at the depth of 63 feet, and is approached at each end by a circular shaft with a spiral roadway. It took nine years to complete it, was finished in 1843 at a cost of £600,000, and was constructed by that celebrated engineer, Brunel. Then are seen the

WEST INDIA DOCKS,

Which were opened in 1802. The space occupied by them is about 295 acres. The buildings are fireproof; on the opposite side are the

COMMERCIAL DOCKS

In which are vessels principally engaged in the Baltic and whale fisheries, then

CUCKOLD'S POINT

On the right is passed, which takes its name from the circumstance that a large pair of horns used formerly to be suspended at that place; then

DEPTFORD

Appears (with its docks, victualling office, ship yards, store houses, which place has been used as a dock yard ever since the time of Henry VIII., and in the vicinity of this

place, at Saye's Court, Peter the Great, in 1698, who came to England, studied the craft of shipbuilding; a little farther down is the Dreadnought, an old man of war, which captured at the battle of Trafalgar a Spanish three decker; it is fitted up as a Marine Hospital for the sick and disabled seamen of all nations. Here is also the vessel belonging to the Marine Society, in which are placed poor boys found wandering about the streets of London, destitute of clothes and friends, in order to fit them for her Majesty's naval service; there are also two vessels fitted up as Seamen's Chapels, a little further down.

GREENWICH

Presents a most striking appearance, its hospital being the chief attraction. On that spot was formerly erected the palace (by Humphrey, Duke of Gloucester), called Placentia. Henry VIII. and his two daughters, the queens Mary and Elizabeth, were born here. This edifice was begun by Charles II., but William III. appropriated it to its present noble purpose. It contains a Chapel, and Picture Gallery. The Hospital consists of four distinct piles of building, and between them is a grand square, 270 feet wide, and a terrace by the river front 865 feet in length. The hall, dormitories for 300 men, divided into 13 wards, in King Charles' buildings, and 24 wards, with 437 beds in Queen Anne's buildings; in King William's buildings there are 11 wards and 554 beds, and 13 wards and 1,100 beds in Queen Mary's buildings. The revenue is £130,000, and every mariner in the royal navy or merchant service contributes 6d. per month out of his pay towards its maintenance. The widows of seamen are alone employed as nurses. It was opened in 1705, and now (1857) contains 2,500 pensioners, besides 3,000 out-door pensioners. The Royal Observatory, which was founded in 1675,

occupies the most elevated spot in the noble park, which contains 188 acres, and stands about 300 feet above the level of the river; and is presided over by Professor Airey, whose daughter is married to Lieut. Frazer, I.N., Superintendent of the Bombay Observatory at Colaba. The views from the summit are very fine, and afford the finest prospects of London and the river Thames. In this palace died Edward VI. There is also an infirmary, a very handsome square brick building, 193 feet in length, and 75 feet broad, capable of containing 117 persons. Likewise a naval asylum for the training and educating of orphan boys of seamen, where a fine model frigate is planted on the grass plot for exercising them in nautical tactics. Proceeding down the river

THE ISLE OF DOGS

Is passed, so called, it is stated, "from its being reported that a waterman having murdered a man who had a dog with him, the animal would not leave its dead master till hunger constrained him to swim over to Greenwich, which being frequently repeated, was observed by the watermen plying there, who followed the dog, and by that means discovered the body of the murdered man. Soon after the dog, returning on his usual errand to Greenwich, snarled at a waterman who sat there and would not be beaten off, which caused the bystanders to apprehend him. He afterwards confessed the fact, and was hanged on the spot." But another chronicle styles it the Isle of Ducks, from the quantity of wild fowls that formerly found a resting place upon it. The vessel then steams or sails past

BLACKWALL,

Situated at the back of which are the East India Docks, which occupy a large space of ground. At this place there is a singular high wooden building, painted red, belonging to a ship builder, in which the placing and

replacing of masts in ships takes place. The pier and the handsome terminus of the Blackwall railway animates the scene, and Wigram's extensive ship building yard adjoins it.

WOOLWICH REACH

Is then entered, and the picturesque church of the beautiful village of Charlton, and the new station of the Eastern Counties railway are seen in the distance; then appears

WOOLWICH,

With the old ships, "The Hulks," with convicts working in gangs, laying off its Dockyard, which extends a mile along the banks of the river to the east. There are two large dry docks for repairing vessels, and a spacious basin for receiving ships of the largest size. A granite dock, foundry, boiler making department, timber sheds, masts, storehouses, and ranges of massive anchors. It was first formed by Henry VIII., and enlarged by Charles I. The royal marine barracks and its excellent kitchen—the marine school for boys and girls—the old church, built in the reign of Queen Anne; its churchyard contains a monument to the Swiss Schalch, who died in 1776, aged 90, "sixty years of which he had passed as superintendent of the foundry house." The barracks of the royal artillery, the principal front of which extends 1,200 feet. Its chapel contains 1,000 sittings, the library, reading room, and its magnificent Mess Room. The whole establishment will contain 4,000 troops. The royal arsenal, in which is carried on the manufacture of warlike implements. The pattern room, laboratory, rotunda, (here notice the models, especially that of Rio de Janeiro), and repository. The area of the arsenal contains 24,000 pieces of ordnance, and about 3,000,000 of cannon balls piled up in pyramids. The garrison—the quarters of the sappers and miners—the field artillery depot

—the hospital fitted up with 700 beds. This place was formerly but a small fishing village, thinly inhabited. The bend which the river takes after passing this place is designated

BARKING, OR GARDEN REACH,

And is noted for the number of fishing-boats lying there, belonging to the fishermen of Barking, about three miles distant, which are chiefly engaged in the cod and haddock-fishery. It is plentifully studded with buoys, placed there by the Corporation of London for the guidance of Indiamen coming into port. There is a small tavern on the bank-side, half way near this place, which has rather a curious appearance. The pretty village and pier of

ERITH,

With its rural church, comes next in sight. It was formerly a great depôt for smugglers. The tower or pleasure-house of Belvidere, in a park belonging to Lord Saye and Sele, is a conspicuous object. Nearly opposite, on the Essex coast, is

PURFLEET (POURTEFLEET),

Formerly belonging to the Prior of St. John of Jerusalem, so called on account of Queen Elizabeth exclaiming "Alas! my poor fleet," as the English squadron passed to encounter the Spanish Invincible Armada. The Board of Ordnance have some well-arranged gun-powder magazines, strongly arched, and every way well secured from lightning. It is a populous place. The next object is the village and church of

STONE,

Which, from its being most beautifully interspersed with orchards, presents one of the most picturesque views imaginable. The village of

GREENHITHE,

With the late Alderman Harmer's fine seat, called Ingress Abbey, built of the stone

obtained from old London Bridge, which has a fine appearance from the river. This spot is remarkable from its being the point from which the late lamented Sir John Franklin (*late*, because he has never since been heard of, and a fresh expedition has now sailed in search of that gallant officer, 1857), took his departure in the *Erebus* on the 19th of June, 1845. The next spot at which we arrive is called

FIDLER'S REACH,

"So named from the circumstance of three fidlers having been drowned there." Close by is an eminence named

GRAYS,

The beautiful seat of T. Button, Esq., and on a small arm of the south side of the river lies

NORTHFLEET,

Celebrated for the Rosherville Pier and Gardens, in the latter of which amusements of the most varied character are presented to the public. The banqueting hall is capable of containing 1,200 persons, and the grounds are most tastefully laid out. Here may be seen the stately mansion called the Orms, after which

GRAVESEND

Presents itself, with the slope of Windmill Hill behind the town. It has a varied and pleasant aspect from the river—with its Town Pier of cast-iron, and High-street studded with taverns. The Terrace Pier projects about 200 feet into the river, and is built on 22 cast-iron columns, having gardens on each side its entrance. There is an excellent market on Wednesdays and Saturdays, a town hall, (built in 1836), a literary institution and library, billiard-rooms, assembly rooms (erected in 1842), churches, chapels, bazaars, waterworks, baths, custom house, &c. From Windmill Hill there is one of the best views of the Thames, and on it is an excellent tavern, called "The Belle Vue," to the owner of which belongs the Windmill, from which

the hill takes its name, and it is worthy of notice that it was the first erected in England, and that, too, as far back as the reign of Edward III. There is also a railway to London and Chatham. On the opposite shore is

TILBURY FORT,

Which was erected by Henry VIII. to protect this part of the river, and afterwards regularly fortified by Sir Martin Beckmann, chief engineer to Charles II., after the Dutch had been up to Chatham and burnt the English ships. The esplanade is very extensive, and the bastions considered the largest in England. The chief strength of the place, however, consists in its being possible to flood the entire level by means of the water gate in the centre of the great curtain next the river, a distance of two miles from the fort. Here may be seen traces of the Roman highways, and also of Queen Elizabeth's encampment. Here the river widens considerably, and is generally enlivened by the constant transit of innumerable vessels. The next objects on the Kentish coast below this place are the

DENTON MILLS,

Which enjoy the privilege of having coals landed there free from the London duty, this place not being within the jurisdiction of that port; then

GAD'S HILL,

Which is in Gravesend Reach, exhibits an interesting appearance, and on the Essex side is seen the

CHURCH OF EAST TILBURY,

Also the

CHURCH OF MUCKING,

With a shingled spire on a tower steeple. The vessel then enters the

LOWER HOPE,

The southern side of which is formed by the Gravesend and Milton marshes, those of

Higham and the Cliff, the Hundred of Hoe, and the Island of Grain. This part forms a peninsula. The Essex shore is nothing more than a succession of swampy land, and the river separates it from Cauvey Island, which is 5 miles in length and 2 in breadth, containing about 3,500 acres. Then appear in succession the church of Stanford-le-Hope, with its antique tower; that of Corningham, with its curious shingled tower; the church of Tobbin, with its lofty embattled tower steeple; and that of Pittsea. On the left, about six miles from East Tilbury, is seen Hole Haven, from which begins Sea Reach, where a natural commodious harbour is formed. The Thames is here called Leigh Road, which is much frequented by hoys and small craft. To the left lies that pretty little watering-place,

SOUTHEND,

Which is beautifully situated on a well-cultivated and wooded hill, distant about 40 miles from London, to which there is a railway. The terrace is called New Southend, and, being built on an eminence, has a very pleasing appearance. Here is a stone which marks the jurisdiction of the chief magistrate of London. The next object of interest is the

SHOEBURY NESS,

And on the opposite side of the river, about three miles from its entrance, is

STANGATE CREEK,

Where all ships coming from the Levant, or with unclean bills of health, are obliged to perform quarantine, and hoist a yellow flag at their mast-head. The

ISLAND OF SHEPPEY,

Which is separated from the rest of the Kentish Coast by an arm of the sea, communicating with the River Medway, on

a bend of which lies Chatham, with its Dockyards, Marine Barracks, &c., is next approached, distant 8 miles from Hole Haven. The sea appears to have rapidly encroached on this island; whole houses, with acres of land, have been washed away in a single storm. It is about 13 miles long and 6 broad, and the water which flows between this and the main land is termed the

SWALE.

On the east point of this isle there are placed two buoys, called Columbine and Spaniard. On the extreme north-west point stands

SHEERNESS,

An important naval station. The dockyard, which cost upwards of £3,000,000, is considered one of the finest in Europe. It has an area of 60 acres. The storehouse is supposed to be the largest building in England; it is six stories high, and will contain from 30,000 to 40,000 tons of stores. Here are copperas works of large extent; the pyrites, or copperas stones, being collected on the beach. Four subscription wells have been sunk to the depth of 360 feet, and in digging which, at 200 feet below the surface, the workmen discovered a prostrate forest, which they were, however, obliged to burn.

THE NORE

Is then reached. It is an estuary, and is formed by the water which flows between the

ISLES OF GRAIN AND SHEPPEY,

And at this point the rivers Thames and Medway lose their names. The current becomes exceedingly swift.

THE NORE LIGHT

Is passed, which is placed near the sand, and is lighted nightly to warn mariners. It is about four miles from the land. On the right is seen

QUEENSBOROUGH,

And on the east of Sheppey is the improving town of

WHITSTABLE,

The nearest port to Canterbury. At this place there is a considerable fishery for oysters, the flavour of which is most delicious, consequently, they are in great demand in London. Off Whitstable Bay is the dangerous Paddington Rock, which has been so fatal to coasting craft. The last place seen is

HERNE BAY,

Which, from its gentle elevation, has been always considered a pleasant bathing-place, and possesses the advantage of commanding a most extensive and delightful view of the ocean. In the summer season this place is much visited by the Londoners, steam-packets plying constantly backwards and forwards, several times daily. The steamer, or sailing vessel, then proceeds on her voyage, until she arrive at

THE BRILL,

Where her papers are examined by the Dutch custom-house officers. This place is well fortified, and contains a population of 3,000, consisting of pilots and fishermen. It was taken from the Spaniards by the Dutch in 1572, and is celebrated as the birth-place of Admiral Tromp. The vessel then passes

MAASLANDSLUYS,

Which is chiefly supported by its extensive fisheries. On the left, inland, is

SCHIEDAM,

So celebrated for its Geneva; and just as Rotterdam is approached, on the left lies

DELFSHAVEN,

Which contains extensive docks, warehouses, and has a commodious port.

ROTTERDAM, ON THE RIVER MAAS.

Population, 90,000. Latitude, $51^{\circ} 55' 19''$ north. Longitude, $4^{\circ} 29' 14''$ east. Its form is triangular.

HOTELS.—New Bath, a first-rate house, offering excellent accommodation; d'York; Sant Lucas, also a good house.

TARIFF.—Bed, 1 guilder (1s. 8d.); breakfast, 12 stivers (1s. to 1s. 8d.); tea, 12 stivers (1s.); dinner, with wine, 2 guilders (3s. 4d.) Table d'Hôte at 4 P.M.

TARIFF OF REFRESHMENTS ON BOARD STEAM PACKETS FROM ROTTERDAM TO LONDON, AND VICE VERSA.—Dinner, private, 5s.; breakfast, 2s. 6d.; tea, 1s. 6d. Table d'Hôte, dinner, 3s.; breakfast, with eggs and meat, 2s.; luncheon, cold meat, 1s.; sandwiches, 6d.; steward's fee, 2s.

TARIFF OF REFRESHMENTS ON BOARD THE DUTCH STEAMERS TO ANTWERP.—Dinner, 1 guilder (1s. 8d. to 2s.); breakfast, 12 stivers (1s. to 1s. 8d.)

COINS.

Florins or guilders are the chief currency. 1 florin (guilder) = 100 cents or 20 stivers = 1s. 8d. English; 1 stiver = 5 cents = 1d. English; the William gold coin = 10 guilders = 16s. 8d. English; 1 guilder (florin) = 2 francs 12½ centimes French.

CONVEYANCES.

Diligences to Utrecht, Arnheim, Nymegen, at half-past 7 A.M. and 4 P.M., daily.

STEAM PACKETS.

To Antwerp, daily, 63 miles in 12 hours: fare, 8 and 6 francs. To Antwerp, daily, *via* Dort and the Scheldt, in 8 hours. To Hull, weekly, in 20 hours: fares, 21s. and 10s. 6d. To London, on Tuesdays, 20 to 24 hours: fares, deck, 14s.; state cabin, 42s.; saloon, 30s.; fore cabin, 17s. 6d. To Rhine, *via* Arnheim, Nymegen, Emmerich, Wesel, Dusseldorf, Cologne, Bonn, Neuwied, Coblenz, Bingen, Bieberich, Wiesbaden, May-

ence, Worms, Frankfort, Ludwigshafen, Mannheim, &c., in $1\frac{1}{2}$ day.

CANAL BOATS (TREKSCHNITEN)

To Delft and the Hague: fares, 75 cents: start hourly. These conveyances are extremely comfortable. Average fares, about 1 stiver (1d. English) per mile; rate of travelling, 5 miles per hour.

RAILWAYS

To Schiedam, Delft, Hague, Voorschoten, Leyden, Warmaid, Piet, Gyzenörug, Veenendrog, Haarlem, Halfweg, Amsterdam. Six times daily; entire distance 75 miles.

SAILING SHIPS

To almost all parts of the world. Batavia very often—but once a month at least. Fares, exclusive of wines, &c., 1st class, 1000 florins; 2nd class, 500 florins.

PASSPORTS

Are necessary in Holland. A Prussian, Belgian, or French will answer the purpose, but a Dutch one can be procured at the Embassy, 3, Clarges-street, Piccadilly, and must be left one day before the traveller requires it. A foreign office passport will be viséd by the Charge des Affaires, without charge or delay. Hours from 11 to 3 daily.

MOST REMARKABLE OBJECTS.

The quays, Jewish synagogue, moat, ten gates, canals, birupjes, havingvillet, exchange, and the prospect from the dome; churches of St. Laurence (magnificent view from the top), English Episcopal, Scotch Presbyterian, drawbridges across the canals. The old Spanish houses the double reflectors (glasses placed at all the windows of the houses, by which everything that passes in the whole line of streets can be seen). No. 1467 Breede Kerk-street (the bronze statue of Erasmus), dockyard. The infant and Armenian poor schools, town hall (an old antique building), admiralty,

academy, theatre, Dutch East India Company's buildings, post office, in Wine-street, the clubs, tomb of Admiral de Witt, bank, arsenal, &c.

DIVINE SERVICE,

Every Sunday, in the English church, at $10\frac{1}{2}$ a.m. and 6 p.m. In the Scotch church, at 10 a.m. and 2 p.m.

HINTS.

The water-bridges, trees and shipping in the heart of the city, the quaint and singular appearance of all the buildings—horses' shoes (like pattens)—peasant's sabots (wooden shoes)—the ladies amusing themselves with the reflectors, and the smoking of the everlasting pipe by all classes in the streets will afford much amusement to travellers, who have never before visited a Dutch town.

Thence by sailing *via* Saint Helena, Cape of Good Hope, Mauritius, Cocos Island, and the Straits of Sunda to Batavia. See page 251.

THE DESCRIPTION OF THE LONG SEA ROUTE VIA THE CAPE OF GOOD HOPE.

(MARKED ON MAP NO. 22.)

Should the traveller avail himself of either Messrs. Green and Wigram's sailing vessels, or Messrs. Lindsay and Co.'s steamers,* and proceed *via* the long sea route, he will leave London and sail down the Thames, as prescribed in Route No. 17, page 258, and thence from the Nore continue a sea voyage to Madeira (17 days).

The vessel after leaving the Nore proceeds through the Gull Stream, passes in sight of Deal Castle, North and South Foreland (so called from the land jutting out), Light House erected at the latter

* See note at page 67.

place, Dungenness Light, situated on the Cape of that name, Beachy Head, Bembridge Point, which is off the Isle of Wight, proceeds along the south-west coast of England, passing St. Catherine's Point, thence along the coast of Dorsetshire, St. Aidan's Head, within a few miles of Weymouth reaches Portland Light, along the coasts of Devonshire and Cornwall, Lizard's Point, then sights Ushant Island, which is situated on the western point of Brittany, after which land is lost sight of for about five days; when Cape Finisterre (which derives its name from finis, "end," and terre, "land," and signifies land's end) is neared, after which no land is visible for seven days, when Porto Santo is approached, and the vessel proceeds on her course until she approach the principal roadstead of

MADEIRA,

(So called from being covered with forests, Madeira being the Portuguese word for wood. These forests were set on fire, and burned seven years, before the land was entirely cleared), and then anchors in the roadstead of

FUNCHALL.

Population about 26,000.

Lat., 32° 38' N., Long., 17° 6' E.

HOTELS.—Yates', first class; Miles', first-class.

BOARDING HOUSES.—Mrs. Harn's, 20, Rua de Cannia; Mr. Reid's, Quinta de Fonte; Mr. Holloway's, Caminho de Moyo.

TARIFF.—16s. to 20s. (4 to 5 milrees) per diem, exclusive of all drinkables.

CONVEYANCES.—Carriages, Horses, &c.

SAILING VESSELS to all parts of the globe, London occasionally. Fares, £20 (exclusive of all drinkables); Servants, £10.

STEAMERS.—The Royal Mail Steam Packet Company's vessels arrive on the 9th of every month from Southampton, and leave, homeward-bound, for that port, on the 8th of every month.

Fares.	After Cabin.	Fore Cabin.
Single Berth.....	£26	£21
Double each Berth ...	18	16

and outward bound on the 18th of every month to

Lisbon.	Teneriffe.	St. Vincent.	Pernambuco.
£7	4	£12	£24
Bahia.	Rio Janeiro.	Monte Video.	Buenos Ayres.
£16	£28	£40	£41

exclusive of drinkables; and from which place they arrive here on the 8th of every month.

The Royal African Mail Packet Company's steamers which leave Plymouth on the 24th of every month touch here outward on the 4th, and homeward on the 5th bound to Plymouth. Fares, 1st class, £17; 2nd class, £14; exclusive of wine.

BOOKSELLER.—J. Mason, Rua de Alfandega.

COINS.—Accounts are kept in Rees (an imaginary coin), 1000 of which = 1 milree.

1000 Rees = 1 milree.

Old Crusado = 400 Rees.

480 Rees = New Crusado.

100 „ = Testoon.

365 „ = 1 Pataca.

20 „ = 1 Vinten.

Gold Coin = 6400 Rees.

Gold Crusado = 2s. 3d.

Spanish dollars and sovereigns are also used.

WEIGHTS.

8 ounces = 1 marc.

16 „ = 2 marcs = 1 lb. (arratel).

352 „ = 44 „ = 22 lbs. „ = 1 Arroba.

1408 „ = 176 marcs = 88 lbs. (arratel) = 4 Arroba = 1 Quintal.

1 Quintal = 100 lbs. Avoirdupois.

THERMOMETER.—Average, 70° 7'.

CLIMATE. — Is most delightful; the scorching heat of summer and the icy chill of winter are here quite unknown, for Spring and Autumn reign continually, and is highly recommended for invalids, who flock hither in great numbers.

7. REMARKS ABOUT THE ISLAND. — This Island, which is the principal of a group subject to the Portuguese, who discovered them in 1419, is 46 miles long, and 8 broad, very mountainous, and has numerous warm springs. There are several mountain streams in the interior, which descend to water the vallies, forming beautiful cascades in their course. Many of the flowers that adorn the English green houses grow (most beautifully) wild in the fields, and are indigenous to the place. The myrtle, rose, jessamine, honeysuckle, larkspur, fleur-de-lis, lupine, are seen springing up most luxuriantly. The finest wine in the world is produced from the vine which grows in this Island, and the sweetmeats, preserved and candied fruits here are most delicious. The

mountain scenery in the interior of the Island is truly picturesque and romantic, and the rich emerald appearance of the fertile vallies is beyond description.

MOST REMARKABLE OBJECTS. — The appearance of the bay, Old Castle, on a steep black rock called Loo Rock, Fortifications, Cathedral, the roof and beams of which are of cedar, English Church, which is beautifully situated in the suburbs, Custom House, Barracks, Quays, Governor's Palace, Churches, Plaza.

IN THE VICINITY. — The rides and excursions up the mountains, which commence immediately above the beach, are exceedingly beautiful and interesting, and are enlivened by the picturesque Quintas (Villas) of the opulent merchants and residents.

HINTS. — The traveller should take the precaution previous to going on shore to ascertain the exact time of the departure of the vessel, and then arrange so as to return on board about two hours before the period fixed for sailing. He should here provide himself with fruit and wine for his journey, both of which he will find truly acceptable during the continuance of his voyage, either outward or homeward. Travellers going to this place should be particularly careful in not proceeding thither *via* Lisbon, as such will subject them now (1858) to a quarantine of 15 days, during which period they will have to endure the greatest discomfort, and that, too, at a most exorbitant charge.

SEA VOYAGE (about 11 days). — From Madeira to St. Vincent, one of the Cape

de Verde Islands. In all probability the Peak of Teneriffe (which is upwards of 12,000 feet above the level of the sea) will be seen in the journey, should the weather be favourable, as it can be discerned from a considerable distance at sea.

ST. VINCENT.

(One of the Cape de Verde Islands), so called from a green plant, saigosso, which grows in the sea near them, resembling the water cress, the fruit of which is not unlike the gooseberry; and which sometimes lies so thick on the ocean as to impede vessels in their course.

Lat. $17^{\circ} 30'$ N., Long. $25^{\circ} 30'$ W.

Population, 10,000.

HOTELS.—British, Donna Maria, &c. **Tariff**—16s. to 20s. per diem (4 to 5 milrees), exclusive of all drinkables.

CONVEYANCES.—Donkeys and horses, 1 pataca per diem.

BOAT HIRE.— $\frac{1}{4}$ pataca per diem.

SAILING VESSELS to different parts occasionally.

STEAMERS.—The Royal Mail Steam Packet Company's vessels leave for Southampton on the 2nd, and touch here outward bound on the 24th of every month.

Fares to Southampton, £45 and £30; Lisbon, £25; Madeira, £14; Teneriffe, £12; Pernambuco, £17; Bahia, £16; Rio Janeiro, £20; Monte Video, £32; Buenos Ayres, £32, exclusive of drinkables.

COINS.—See Madeira, page 264.

WEIGHTS.—See Madeira, page 265.

Thermometer averages about $77^{\circ} 9'$.

The climate is healthy, but the constant droughts which continue for 3 to 5

years, to which these islands are subject render it extremely hot when such occur.

REMARKS ABOUT THE ISLANDS.—These islands, which belong to Portugal, are stated to have been known to the ancients by the name of Gorgades, but re-discovered by Antoni Nolli, a Genoese, at which time they were almost uninhabited; they now contain a population of 56,000, and lie about 400 miles west of the promontory of the same name. The largest is called Saint Iago. They are often subject to great drought. In 1833, out of a population of 88,000, no less than 40,000 were destroyed by famine. They are noted for the production of salt. The exports are chiefly leather, salt, and salted turtles. On one of them called Fogo is a volcano of which frequent tremendous eruptions takes place.

MOST REMARKABLE OBJECTS.—Salt Works, Governor's Palace, Custom House, Barracks, Fort, Hospital, Churches, Fine Harbour, Fortifications, &c.

MOST REMARKABLE OBJECT IN THE GROUP OF ISLANDS CALLED THE CAPE DE VERDES.—The continual burning volcano in Fogo.

HINTS.—There are a great many wild goats on the north-western part of the island, which will afford travellers, who happen to be detained here, some excellent sport. No other amusements of any kind are to be met with, and in time of drought, scarcely any fresh provisions of any kind can be procured.

SEA VOYAGES (about 11 days) from St. Vincent to Ascension Island. No land is

sighted during this portion of the voyage, but the weather becomes intensely warm as the western coast of Africa is approached, and the traveller should avoid sleeping on deck, or exposing himself in any way to the heavy dews which fall at night, or to the scorching rays of the burning sun in the day, unless protected by an awning or covered umbrella. The tropical moonlight now becomes beautiful in the extreme.

ISLAND OF ASCENSION.

POSITION.—In the South Atlantic Ocean.

Population, 2,000.

Lat. $7^{\circ} 26'$ S. Long. $14^{\circ} 24'$ W.

SAILING VESSELS to India, China, the Cape, and African Settlements, touch here occasionally.

HOTELS.—The British, Emperor, &c. **Tariff**—10s. to 15s. per diem, exclusive of all drinkables.

CONVEYANCES.—Mules and horses.

COINS.—English money is current.

WEIGHTS.—English weights and measures are used.

Thermometer averages between 77° and 80°

Climate is extremely hot and yet healthy.

REMARKS ABOUT THE ISLAND.—It is eight miles long and six broad, of volcanic formation, and rises to a considerable height. Its appearance is bleak and barren, although some portion of it has been cultivated, and crops of vegetables are obtained, which are supplied to all vessels touching at this place, *en route* to and from the Cape, India, and China, for water

and provisions. Immense quantities of turtle are caught here.

MOST REMARKABLE OBJECTS.—The Governor's House, Barracks, Hospital, Dépôt for the supply of provisions to ships touching here, Vegetable Gardens, Turtle Fisheries, Fortifications, &c.

HINTS.—The traveller must take care not to be left behind on this island, as transit from this place to other parts of the world, though frequent, is by no means regular, and cannot be calculated upon.

SEA VOYAGE (about 10 days) from Ascension to St. Helena affords nothing of interest to the traveller, no land being visible, yet at the same time he must act with caution as regards exposure to the rays of the sun and the dews at night.

ST. HELENA.

(Capital, James' Town).

POSITION.—In the Atlantic Ocean.

Population, about 8,000.

Lat. $15^{\circ} 55'$ S. Long. $5^{\circ} 43'$ W.

HOTELS.—British, Royal, and many others. **Tariff**—15s. to 20s. per diem for board and residence, exclusive of all drinkables.

CONVEYANCES.—Horses and carriages can be obtained to make excursions across the island.

COINS.—English currency is used.

WEIGHTS.—English weights ditto.

Thermometer averages about 70° to 81°

The climate is temperate, yet moist, but exempt from the extremes of heat and cold, thunder and lightning, and hurricanes.

SAILING VESSELS to India, China, the Cape, Australia, England, and all parts of the known world, touch here for water and fresh provisions.

REMARKS ABOUT THE ISLAND.—It is ten miles in length, six in breadth, and 25 miles in circuit. Is celebrated as having been the place of exile of Napoleon the Great, where he died in May, 1821. This island was discovered by the Portuguese in 1501, on St. Helena's day, hence the origin of its name. Held by the English since 1674. There are some high hills which bear evident marks of a volcanic origin, since they have huge rocks of lava, and half-vitrified flags.

MOST REMARKABLE OBJECTS.—The Governor's Residence, Barracks, Hospital, Parade, Church, Theatre, Fortifications, Gateway at the entrance of the Town. The spots on which Napoleon's Tomb and Residence stand were ceded to the French in 1857 by the British Government, but an American, who held possession of the same, has refused to dispose of it to the French Government.

IN THE VICINITY.—Diana's Peak, Longwood (the residence of Napoleon the Great), His Tomb, the Vallies, which are covered with verdure, and cattle of British breed.

HINTS.—The traveller must not quit this place without proceeding to Longwood to visit the Emperor Napoleon's House, Tomb, Willow Tree, and make an excursion to all the rides of that celebrated Emperor.

SEA VOYAGE (about 10 days) from St.

Helena to Cape Town. No land is sighted during the whole of this part of the voyage.

CAPE TOWN (CAPE OF GOOD HOPE)

Established by the Dutch in 1650, taken by the English in 1806.

POSITION.—It is situated on the south of Table Bay.

Population, 20,000.

Lat. $33^{\circ} 55' 56''$ S. Long. $18^{\circ} 21'$ E.

Thermometer averages about $70^{\circ} 7'$.

SAILING VESSELS to India, China, Australia, England, and all parts of the globe, frequently every month.

Fares to England, 1st class, £55; 2nd, class, £25.

The climate is extremely healthy.

HOTELS—Are numerous, the British, Dutch, &c. Tariff—8 to 10 rix dollars (12s. to 15s.) per diem for board and residence, exclusive of all drinkables.

COINS.—Accounts are kept in £ s. d., or in rix-dollars, schillings, and stivers.

1 stiver = $\frac{3}{4}$ of a penny.

6 „ = $2\frac{1}{4}$ d. = 1 Schilling.

8 Schillings = 18d. = 1 Rix Dollar.

WEIGHTS AND MEASURES—

Liquid, viz., English.

1 Flask = 4.946 Gallon.

16 Flasks = 1 Anker = 7.9 Imp. Gal.

4 Ankers = 1 Aum = $31\frac{3}{4}$.

4 Aums = 1 Leaguer = 120.6.

1 Pipe = 91.6 English Imperial Gal.

Corn, viz., Dutch. English.

4 Schepels = 1 Muid = 110 = 196.

10 Muids = 1 Load.

107 Schepels = 82 Winchester Bushels.
Cloth, viz.,

12 Rhymland Inches = 1 Foot Rhymland

97 " " = 1 Dutch Ell.

144 " " = 1 Square Foot.

144 Square Feet = 1 Rood.

600 Roods = 1 Morgen.

100lbs. Dutch = 109lbs. Eng. Avrdpois.

100lbs. English = 92lbs. Dutch.

REMARKS ABOUT THE SETTLEMENT.—

This place was established by the Dutch in 1650, and taken possession of by the English in 1806. The general appearance of the country is sterile, but the environs of Cape Town are picturesque, and have a considerable degree of fertility.

MOST REMARKABLE OBJECTS.—Light House (the light of which can be seen off the deck of ships 16 miles distant), Harbour (it is exposed to the westerly wind in the months of June, July, and August which causes a heavy swell), the Castle, Amsterdam Fort, Barracks, which can contain 2,000 men, Parade, Squares, Market Place, Stand for the Wagons bringing the produce from the interior. The Store Houses, which were formerly occupied by the Dutch East India Company, Marine Hospital, Military Hospital, Government House, Town Hall, Churches, Theatre, Public Schools, Missionary Establishment, &c.

IN THE VICINITY. — Lion's Rump, Devil's Peak, Salt River, Robbin's Island,

Table Mountain (so named from the flatness of its summit), rises about 3,600 feet above the sea, immediately behind the town, has a peak on the east about 3,400 feet in height, and another on the west about 2,200 feet, Plantations of *Protea Argentu* (Silver Tree), at the foot of the Table Mountain and the Constantine Vineyards, which are most beautifully and picturesquely situated.

SEA VOYAGE (about 16 days), from Cape Town to the Mauritius. After the Cape is doubled no land is seen until the most southern point of the Island of Madagascar is sighted (Cape St. Mary), the lofty mountains of which are grand and picturesque, the loftiest of which (Aukaratra) is upwards of 11,000 feet high. In calm weather the Isle of Bourbon is seen, afterwards no land is visible until the mountains of Mauritius are discerned.

Mauritius described Route No. 15, page 250.

Sea Voyage from Mauritius to Point de Galle, Madras, and Calcutta, no land is sighted, and to Hong Kong, land is not seen until the vessel passes Cocos or Keeling Island, and afterwards not until she approach the Straits of Sunda, through which she passes, (as also when *en route* to Batavia), when the mountains of Sumatra are visible at a considerable distance, some of them being 14,000 feet high, together with the luxuriant Island of Java.

A VOCABULARY OF ENGLISH & HINDOOSTANEE.

RULES FOR THE PRONUNCIATION OF HINDOOSTANEE.

The letters must be uniformly pronounced, thus:—
a must be always sounded as *a* in the word *all* (very broad and full).

ä, when it has the short prosodial mark, is to be sounded like the *u* in *tub*, described below.

e as the *e* in *there*.

ee as *ee* in *see*.

i as the *i* in *bit*.

o as the *o* in *so* (very broad).

oo as the long *oo* in *soon*.

ö must have the short sound of the *oo* in *foot*.

ow as *ow* in *cow*.

u as the *u* in *tub*.

y as the *y* in *my*; unless it be followed by a vowel when it has the consonantal power of *y* in *young*.

The consonants are to be pronounced as in English, with the following exceptions:—

g must always be pronounced with the hard sound which it has in the words *go*, *give*; never with the soft sound which it has in the word *gentle*.

t, d, r, when found throughout the following pages in a different type to the rest of the word (as an italic among Roman letters, or a Roman letter among italics), are *cerebrals*. These cerebral letters have a harsh pronunciation peculiar to the natives of India, and are sounded with the tongue pressed against the back part of the roof of the mouth instead of the teeth.

kh, when n a different type from the rest of a word is sounded like the guttural *ch* in German, or in the Scotch word *loch*.

p-h is not to be pronounced like *f*; but the two letters retain their proper sound, as in the middle of the word “*uphill*.”

t-h is not to be pronounced like the same combination in the English words *this* or *thing*; but the letters retain their separate sound, as in the middle of the word “*outhouse*.”

ck is employed to represent the sound of a letter pronounced deeper in the throat than the common *k*.

gh, in a different type from the rest of the word, has the sound of the Northumberland *burr*. This guttural sound bears the same relation to the hard *g*, which the guttural *kh*, above described, bears to *k*.

n, in a different type from the rest of the word has the slight sound of the French nasal *n*. It is more delicate than the *ng* in *king*.

An apostrophe (as in the words ‘*ilm*, *ni’mut*, *tusdee*’) indicates the occurrence of the Arabic letter *ain*, for which there exists no equivalent in any European language. Its peculiar guttural sound has been compared to “the voice of a calf calling to its mother.”

A
To abandon, *chhor*
To be able, *suk*
To abolish, *mowckoof*
kur
About (around), *aspas*,
gird
— (respecting),
huckek men, *babut*
men

Above, *oopur*
Abuse, *galee, f*
According to, *ke mōōwa-*
fick
On account of, *ke waste*
Accounts, *hisab*
— (news), *ukhbar*
Across, *par*; D. *pylewur*
Advice, *nāseehut, f*
Affair, *kam, bat, f*

After, *peeche*
Again, *p-hir, p-her*
Age, *ōōmr, f*
To take aim, *shust-le*
Air, *hāwa, f*
Alike, *bārabur*
All, *sub, sara*
Alligator, *mugur*
Almond, *badam*
Almost, *nuzdeek ckāreeb*

Alms, *bheekh, f*
Aloe (tree), *gheekōōwar*
— (wood), *’ood*
— (drug), *elwa*
Alone, *ākela*
Already, *ubhee*; D. *ābeech*
Also, *bhee*
Always, *hāmeshā*
Ambush, *dāba*; to lie in
ambush, dāba-marna

Among, men, ke beech
 And, ovr
 Angry, *khāfa*
 Animal, janwār
 Another, ovr, doosra
 Answer, jāwab
 Ant, choontee; D. chōm-
 tee
 White ant, deemuk, *f*
 Any, koe, kōchh
 To appear, nāzār a; D. dis
 To apply, lāga
 Apology, 'ōōzr
 Arm, bazoo
 Arms (weapons), hut-
 hiyar
 Army, lushkur, fowj, *f*
 To arrive, pāhōōnch
 Arrow, teer
 As, jysa, jis-tārāh
 Ashamed, shurmindā
 Ashes, rakh, *f*
 To ask, poochh
 To ask for mang, munga
 Ass, gudha
 Assembly, mujlis, *f*; D.
 jāmaora
 Assistance, mādād, *f*
 Astonished, ghabra
 Aunt (paternal), p-hoop-
 hee, *f*, chāchee, *f*
 Aunt (maternal), khala, *f*,
 mōōmānee, *f*
 Awake, jugta, bedar
 To awaken, jāga
 Axe, kōōiharee, *f*
 Axle-tree, meroo

B

Back, peet-h, *f*
 Backwards, peechee
 Bad, bōōra, khārab, bud
 Bag, t-hylee, *f*
 Baggage, saman, sārun-
 jam, usbab
 Baker, rote-wala, nan-
 bae
 Ball, golee, *f*
 Bamboo, bans
 Barber, naee, hujjam
 Barrel, peepa
 — (of a gun), nal,
 nālee, *f*
 Basket, tokree, *f* pitaree, *f*
 Basin, chilumchee, *f*
 Bat, chumgeedur; D.
 gādāl
 To bathe, nāha
 Battle, lāraee, *f*, jung, *f*
 Bayonet, sungeen, *f*; D.
 sāneen
 To be, ho
 Bear, reechh, bhaloo
 To bear, dōt-ha, sāh
 Beard, darhee, *f*
 Bearer (of the palkee),
 khar

To beat, mar
 Beautiful, khoob-soorut,
 sōōndur
 Because, kyoonki, is-
 waste-ki
 To become, ho-ja
 Beer, booza
 Bed, bichhana, bichhowna
 charpae, *f*, khat, *f*
 Before, age
 Beggar, bhikaree, fackeer,
 gāda
 To begin, lug
 Behind, peechee
 To believe, man, bawār-
 kur
 Bell, ghunta; small bells
 worn on the ankles by
 dancing girls, ghōōn-
 groo
 Belly, pet
 Below, neeche
 To bend, nihōōra
 Betel (leaf), pan, tumbol
 — (nut), sōōparee, *f*
 Big, bāra
 Bill (of a bird), chonch, *f*
 — (of exchange), hōōn-
 dee, *f*
 To bind, bandh
 Bird, chiriyā, *f*
 Bit (piece), tōōkra
 To bite, kat, dus
 Bitter, kurwa
 Black, kala
 Blacksmith, lohar
 Blanket, kummul, kum-
 lee, *f*
 Blind, undha
 Venetian blind, jhilmil,
 kharkee, *f*
 Blockhead, be-wōōckoo
 Blood, lohoo
 To blow (as wind), bāh
 — (as a flower),
 khil, p-hool
 To blow (with the breath)
 p-hoonk
 — (the nose), sinuk;
 D. chhinuk
 Blue, neela
 Blunt, kōōnd, bhota
 Boat, nao, *f*, kishtee, *f*,
 D. purwa
 Body, bādun, ang
 To boil (neut.) dōbu;
 (active) dōbāl. Exam-
 ples—'Panee dōbalo,'
 boil water; 'panee
 dōbulta hy,' the water
 is boiling
 Bone, huddēe, *f*
 Book, kitab, *f*
 Boots, moze
 To be born, pyda-ho
 Both, dono, hur-do
 Bottle, sheeshā

Bow, kāman, *f*
 Box, sundooch; (small),
 sundoochchā, dibbee, *f*
 Boy, lurka, chhokra
 Bracelet, bazoo-bund,
 kungun, bungree, *f*
 Brain, dimagh
 Branch, dalee, *f*
 Brass, peetul
 Bread, rote, *f*
 To break, tor
 Breakfast, haziree, *f*,
 nashtā
 Breast, chhatee, *f*
 Bribe, rishwāt, *f*
 Brick, ee t, *f*
 Bride, dōōlhun, *f*
 Bridegroom, doolha
 Bridge, pōōl
 Bridle, lāgam, bag, *f*
 To bring, la, le-a
 Broad, chowra, pāhna
 Broom, jharoo
 Brother, bhaee
 Brother-in-law, sala
 Brown, bhoora, ooda
 To brush, jhar
 Bucket, dol
 Buckle, chupras, *f*
 Buffalo, bhyns, *f*; D.
 khōōlga
 — (wild), ārna
 Bug, khutmul; D. mu-
 khoon
 To build, buna
 Bullet, golee, *f*
 Bullock, byl
 To burn (neut.) jul; (ac-
 tive) jula. Examples—
 'Ag khoob jultee hy,'
 the fire burns well;
 'yih kaghuz julao,'
 burn this paper.
 To burst, p-hoot ja
 To bury, gar, dufun-kur
 Bush, jharee, *f*; D.
 jhōōrōōp
 Business, kam
 But, pur, lekin
 Butcher, ckussae
 Butter, mukkhun; D.
 muskā
 Button, ghōōndee, *f*
 Button-hole, hulckā,
 p-hālee, *f*
 To buy, mol-le

C

Cabbage, kārum, kārum-
 kulla
 Cage, pinjra
 Calf, buchhra
 To call (name) kāh
 — (summon), bōōlā,
 mang, munga
 Camel, oont
 Camp, pārao, lushkurgah

Candle, buttee, *f*
 Cane, bed, *f*
 Cannon, t.p, *f*
 Cannon-ball, gola
 Care, khābur, *f*, purwa, *f*
 Carpenter, burhāee
 Carpet, bichhawān, gha-
 leechā
 Carriage, garee, *f*
 To carry, le-ja
 Carrot, gajur, *f*
 Cartridge, tonta; D. tota
 Cartridge-box, toshdan,
 dibbee, *f*
 Cat, billee, *f*, billa
 To catch, pākur
 Cause, subub
 Cavalry, sāwar, tōōrk-
 suwar
 To cease, mowckooof-ho
 To make to cease, mow-
 ckooof-kur
 Ceremony, tākullōōf;
 (manner), rum, *f*
 Certainly, ulbuttā
 Chain, zunjeer, *f*
 Chair, kōōrsee, *f*, chow-
 kee, *f*
 Chiak, khāree-muttee
 Chamber, kot-hree, *f*
 To change, budla
 Cheap, susta
 Cheat, t-hug, dugha-baz,
 nutkhut
 Cheek, gal, rōōkh; D.
 nukhsharā
 Cheese, pāneer
 Chess, shutrunj, *f*
 To chew, chuba
 Chicken, choozā
 Child, buchchā lurka,
 luraee, *f*; D. nhunwad
 Cihh, t-hōōddee, *f*
 To choose, pusund-kur,
 ikhtiyar kur
 Cieling, chhut, *f*
 Circle, ghera, hulckā
 City, shāhr, nugar
 Clean, saf
 Clever, chāōōr, ekabil
 To climb, hurh
 Cloak, baranee, *f*, lābadā
 Clock, ghāree, *f*; D. ghā-
 riyal
 Cloth, kupra
 Cloud, budlee, *f*; D.
 ubhal
 Clove (spice), lowng, *f*
 Coat, kōōta, kōōrtee, *f*;
 D. kōōrtā
 Cock, mōōrgha
 — (of a barrel), ton-
 tee
 — (of a gun), ghora
 Cocoa-nut, nariyāl
 Coffee, ckāhwā
 Cold, (adj.) t hunds, surd

Cold, (*subst.*) *t-hund*, *f*,
t-hundee, *f*
 — (a cough), *surdee*, *f*,
zōōkam
Collector (of revenues),
tāhseel-dar, *āmūl-dar*
Colour, *rung*
Comb, *kunghee*, *f*; *D.*
kungōee, *f*
To come, *a*
Complaint, *furyad*, *f*
To conceal, *chhipa*
Conduct (behaviour),
sōōlook
Contempt, *hickarut*, *f*
Content, (*adj.*) *razee*
Contrary, *khilaf*
Cook, *bawurchee*
Copper, *tamba*
Coral, *moonga*; *D.* *gōōl-*
lee, *f*
Coriander, *dhuniya*
Cork, *t-hepee*; *D.* *ghutta*
Corn, *unaj*, *ghullā*
 — (on the toe), *ghutta*
Corner, *kona*
Cotton, *rooe*, *f*
 — (plant), *kupas*, *f*
 — (*adj.*) *sootee*
To cough, *khans*
To count, *gin*
Country, *mōōlk*, *des*
 — (opposed to
 town), *mōōfussal*
Counterpane, *pulung-*
posh
Court (hall of audience,
 &c.), *darbar*
Court-yard, *angun*,
ukhara
Cover, *dhukna*, *dhuknee*, *f*
To cover, *dhank*, *dhamp*
Cow, *gae*, *f*
Coward, *namurd*, *dur-*
pokna
Crab, *kekra*
Cradle, *hindola*
Cream, *mulaee*, *f*
Creek, *kharee*, *f*, *kol*
Cresses, *halim*
Crime, *tuckseer*, *f*, *gōō-*
nah, *pap*
Criminal, *tuckseerwar*,
gōōnahgar, *papee*
Crooked, *terha*; *D.* *binga*
Crow, *kuwwa*
Crowd, *bheer*, *f*, *juma'ut*
f., *ghol*
Cruel, *sungdil*
To cry (shout), *pōōkar*
 — (weep), *ro*
Cucumber, *kheera*
Cup, *piyalā*, *kutōra*
Curds, *duhee*, *m*
Cure, *shufa*, *f*, *'ilaj*
Curry, (the dish), *salun*,
chuliya

Curtain, *purdā*, *chilwun*, *f*
Custom, *dustoor*
Customs (duty or tax),
khuraj, *muhsool*
Custom-house, *chowkee*, *f*
To cut, *kat*
Cymbals, *jhanjh*, *f*

D

Dagger, *kutar*, *pesh-*
ckubz
Damage, *nōōcksan*
To dance, *nach*
Dancing-girl, *kunchunee*,
f
Dancing-boy, *bhugtiya*
Danger, *khutā*, *dur*
Dark, *undhera*; *D.* *un-*
dhara
Date (epoch or time), *ta*
reekh, *f*
 — (fruit), *khujoor*
Daughter, *betee*, *f*
Day, *din*, *roz*
Dead, *moora*, *mura*
Deaf, *buhra*; *D.* *bora*
Dear (expensive), *muhun-*
ga
 — (beloved), *pyara*
Death, *mowt*, *f*
Debt, *ckurz*, *ōōdhar*
Deceit, *dhokha*
Deed (act), *kam*, *kaj*
 — (written), *ckubalā*,
dustawez, *f*
Defect, *chōōsoor*, *chook*
Delay, *der*, *tāwuckckōōf*
To deny, *inkar-kur*, *mōō-*
kur
Depth, *guhaya*; *D.* *don-*
gan
Desert (wilderness), *bāya-*
ban, *wyran*
To desert (run away),
boag, *nhat*, *nath*
Deserter, *bhugora*, *firaree*,
nhatōo
To despise, *huckeer-jan*
Destiny, *tuckdeer*, *f.*,
ckismut, *f*, *nuseeb*
Devil, *shytan*
 — (a relish eaten
 with wine, &c.), *guzuk*, *f*
Devotee (Mahomedan),
fāckeer, *ckulundur*
 — (Hindoo), *jogee*,
tupussee, *sunyasee*,
byragee
Dew, *os*, *f*
Diamond, *heera*
To die, *mur*, *mur-ja*
Difference, *furck*
Difficult, *mōōshkil*, *bha-*
ree
To dig, *khod*
Dignity, *hōōrmur*, *f*,
'izzut, *f*

Dirty, *myla*
Dish, *rikabee*, *f*, *t-halee*,
f
To dismiss (turn off), *bur-*
turuf-kur, *mā'zool-kur*
 — (a meeting),
burkhast-kur
 — (a suit at law),
mar-de
Dispute, *tukrar*, *f*, *tunta*,
mōōbahāsā
To dissolve (by fire), *gul*;
(active) *gula*
 — (in water),
ghol; (*active*) *ghōōla*
Distance, *dooree*, *f*, *tāfa-*
wōōt, *f*
Distant, *door*
Disturbance (riot), *hun-*
gamā, *dunga*, *hōōllur*,
shor; *D.* *gurbur*
Ditch, *khunduck*
To dive, *doob*, *ghotā-mar*
Diversion, *tumasha*
To do, *kur*
Doctor (physician), *hu-*
keem, *tubeeb*
 — (learned man),
mōōlla, *pundit*
Dog, *kōōtta*
Don't, *mut*; *D.* *nukko*
Door, *durwazā*, *kewar*
Double, *doona*, *dohra*; *D.*
dōōgōōna
Doubt, *shukk*, *gōōman*
Down, *neeche*, *tāle*
To draw (pull), *khynch*,
tan
To draw (sketch or paint),
likh, *khynch*
Dream, *khwab*, *supna*
Dress, *poshak*, *f*, *kupre*
To dress, *puhin*, *D.* *pen*
To drink, *pee*
To drive away, *hank*; *D.*
hukal
Drop, *boond*, *f*, *ckutā*
To be drowned, *doob-ja*,
ghurck-ho
Drum, *dhol*, *tumboor*
 — (small), *dholuk*, *f*,
pukhawuj, *f*, *tasā*
Kettledrum, *nuckckarā*,
ḍunka
Drunk, *mutwala*, *mūst*;
D. *suruk*
Dry, *sookha*
Duck, *but*, *f*; *D.* *budukh*,
f
 — (wild-duck), *mōōr*
ghabee, *f*
 — (Brahminee duck),
chukwa
Dumb, *goonga*
Dust, *dhool*, *f*, *gurd*, *f*
To dye, *runga*
Dyer, *rung-rez*

E

Each, *hur-ek*, *ek-ek*
Ear, *kan*
Early, *sāwere*, *buree-fujr*
Ear-ring, *jhōōmka*, *bala*,
kurnp-hool
Earth, *mittee*, *f*, *zumeen*,
f
East, *mushrick*, *poorub*
Easy, *asan*, *sulees*, *hulka*
To eat, *kha*
Ebony, *abnoos*
Eclipse, *guhun*
Edge (of a weapon), *dhar*
 — (of a river, &c.),
kinarā
Effect, *usur*
Egg, *unda*
Elbow, *kohnee*, *f*
Elephant, *hat-hee*, *hatae*
Elephant-keeper, *muhawut*
Elephant-saddle, *howdā*,
'umbaree, *f*
Elk, *barāsinga*, *sambur*
Embroidery, *chikun-*
dozee, *f*, *zur-dozee*, *f*,
nuckckashee, *f*
Emerald, *zōōmōōrrōōd*
Empty, *khalee*
Enamel, *meena*
End, *sira*, *akhir*
To endeavour, *sā'ee-kur*
Enemy, *dōōshmun*
Enough, *bus*
To entice, *fureb de*
Entirely, *bil-kōōll*
Envy, *husud*, *f*; *D.* *chōō-*
rus
Epaulette, *jhubba*
Equal, *burabur*
Error, *ghulutee*, *f*
Evening, *sham*, *f*, *sanjh*, *f*
Ever (at any time), *ku-*
bhee, *kudhoo*
 — (at all times) *hu-*
meshā
Eunuch, *khōōjā*
Every, *hur*, *hur-ek*
Examination, *tujweez*, *f*
Except, *siwa*, *siwae*, *bu-*
ghyr, *mugur*, *bin*
In exchange for, *ke budle*
Excuse, *'ōōzi*
Exercise, *kusrut*, *f*, *wur-*
zish, *f*
 — (military), *cku-*
wa-id; *D.* *wursa*
Expense, *khurch*
Experience, *tujribā*
To explain, *bāyan-kur*,
butla
To extinguish, *bōōjha*
Eye, *ankh*,
 — (of a needle), *naka*
Eye-ball, *pōōtlee*, *f*
Eye-brow, *bhowa*, *f*

Eye-lash or lid, puluk

F

Face, mōñ; D mon
To faint, ghush-kur, be-hosh-ho
Faith, eeman; D puti-yara
— (religion), muz-hub
Falcon, baz
To fall, pur
False, jhoot-ha
Family, ghurana
Fan, punkha
Far, door
Farrier (horse-shoer), nā'l bund
— (horse-doctor), salaturee
Fast (abstinence from food), rozā
— (quick), juld
— (firm), muzboot, kusa
Fat (*adj*) mota
— (*subst*) churbee, f
Fate, tuckdeer, f, kis-mut, f
Father, bap
Father-in-law, susōor
Fatigue, mandugee, f
Fault, tuckseer, f
Favour, mihrbanee, f
Fear, dur
To fear, dur
Feast, ziyafut, f
Feather, pur
To feed, khila
To feel, chhoo; D chhe
Female, madā
Ferry, ghat
Festival (holiday), 'eed, f, purub
Fetter, beree, f
Fever, tup, f
A few, t-hore, kōochh, do-teen
Fiddle, sarindā
Fidelity, wufa-daree,
Field, khet
Fig, unjeer
A fight, luraee, f
To fight, lur
File, sohan
To fill, bhur
To find pa
(The sense of this verb is frequently expressed by the aid of 'mil' meet, which is a neuter verb, and must agree with the thing found, and put the finder (if expressed) in the dative. Example—'ōōi bustee men khane ke-waste koe cheez hum.

T

ko milegee?' shall we find any thing to eat in that village?)

Fine (delicate), bareek
— (penalty), dand
Finger, dōnglee, f
To finish, tumam-kur
Fire, ag, f; D. ungar
To fire a gun, chhor, mar dagh
Fire-fly, jōōgneee, f; D jigna
Fireplace, choolha
Fireworks, atish-bazee,
First, puhla, p-hyla; D pylun
Fish, muchhee, f
Fish-hook, shust, f; D gul
Fisherman, muchhulhar
To fit, t-heek lug, mōō-nasib ho, p-hub
To fix, luga
Flag, jhunda, nishan
Flame, anch, f, shōō'lā
Flat, burabur, chupta
Flattery, p-hōōslao
Flesh, gosht
Flint, put-huree, f
Flock (herd), gullā; D munda
Flour, mydā
To flow, buh
Flower, p-hool
Flower-pot, chungeree,
Flute, bunsee, f
Fly, mukkeee, f
To fly, dōr
Foam, kuf, f
Fodder, charā
To fold up, lupet, tuh-kur
To follow, peechha-kur
Folly, be-wōōckoofee,
Food, khana
Fool, be-wōōckoofo
Foot, paon
For, ke-waste
To forbid, munā'-kur
Force, zor
Ford, ghat; D. reo
Forehead, mat-ha, peshanee, f
Foreign, purdesee, ujnu-bee
Forest, jungul
Forged (counterfeit), tu-ghullōōbee
To forget, bhool
To forgive, mōō'af-kur
Fork, kanta
Formerly, age
Fort, ckilā, gurrh, kot, dōōrg
Fortune, bukht, nuseeb
Forwards, age; D. ugaree
Foundation, bōōnyad, f

Fountain, chushmā; D jhura
Fowl, mōōrgh, mōōrghhee, f
Fox, lomree, f
Frame (wooden), chow-kut-h
— (of a house), t-hat
Fraud, dughā, f, heelā
Free, azad
Freedom, azadee,
Fresh, tazā
Friend, dost
Friendship, dostee, f
To frighten, dura
Frog, menduk
From, se; D sitee, son
Front, samna, aga
Fruit, p-hul, mewā
To fry, bhoon
Frying-pan, kurahee, f
Full, bhura
Fun, tumasha
Funnel, chonga; D gula
Furnace, bhut-hee,
Furniture, usbab, saman
Future, ayindā
Fye! chhee, towbā, dōf

G

Gain, nufā'
Game (at dice, cards, &c.), jooa
— (animals of chase), shikar
Game-cock, useel-mōōrgh
Gamester, jōōwaree
Garden, bagh
Kitchen-garden, baree, f
Flower-garden, p-hōōl-waree, f
Gardener, malee
Garland (of flowers), mala
Garlick, luhsun
Gate, durwazā; D bhur-kul
To gather, jumā'-kur
Gentleman, murde-ad-mee, sahib, surdar
Gently, ahiste, aste; D hulloo
To get, pa. (See Find.)
D unpur
Gimlet, burma
Ginger (green), udruk, f
— (dry), sont-h, f
Girl, lurkee, f
To give, de
Glad, shōōsh, shad
Glass, sheeshā
To glitter, chumuk
Glove, dustanā
To go, ja, chul
Goat, bukra; D. chhela
God, Khōōda, Ullah
Gold, sona; D. sōōna

Goldsmith, sōōnar
Good, uchchha
Goose, ckaz
Gourd, kuddoo
Government, hōōkoomut, f
Gown, peshwaz, f
Grain (corn), unaj
— (single grain), danā
Granary, kot-hee; D. dhigar, f
Grandfather, dada
Grandmother, dadee,
Grandson, pota
Granddaughter, potee,
Grape, ungoor
Grass, ghas
Grasshopper, tidda
Grateful, huckek-shinas
Gratis, mōōft
Grave, gor, f
Gravel, kunkur
Great, bura
Greedy, lalchee
Green, hura
Greens, (pot-herbs), sag
Grief, ghum
To grind, pees
Groom, sāees
Groove, seenka; D. khub
Grove, bagh. ('Top' is also much used in this sense, although not, properly speaking, a Hindoostanee word)
Ground, zumeen, f
To grow, dōg, Burh
Guard (of soldiers), chow-kee, f
— (sentinel), chow-keedar; D. para
Guava, umroot; D. jam
Guide, hurkarā
Guitar, sitar
Gum, gond, f
Gun, bundooek, f
Gunpowder, baroot,

H

Hail, ola; D. gar
Hail, bal
Half, adha
Hall, dalan
Hammer, hut-howree, f
Hand, hat-h
Handful, mōōt-hee, f
Handkerchief, roomal
Handsome, khoob-soorut
To hang, (neut.) lutuk; (*act.*) lutka
— (execute), p-han-see churha
Happy, khōōsh
Hard, sukht; D. ghut
Hare, khur-gosh
Harness, saman, saz
Harvest, kutāce, f

To make haste, juldee kur; D. beggie kur
 Hat, topee, *f*
 To have, rukh. ('To have' is usually expressed with the aid of the verb 'to be,' like the 'est mihi' of the Latin; so, 'I have a book,' is expressed by 'mere pas ek kitab hy,' or, 'mōdjhhō ek kitab hy,' — 'You have a pen?' or, 'have you got a pen?' 'tōdmhare pas ek ekulum hy?' or, 'tōdjhhō ek ekulum hy?')
 Hawk, jōorra, baz.
 He, wōdh; D. o
 Head, sir
 Health, sihhut, *f*, 'afiyut
 Heap, dher; D. dhigar, *f*
 To hear, sōon.
 Heart, dil
 To get by heart, yad-kur, uz-bur-kur
 Heat, gurmee, *f*
 Heaven, bihiht, *f*
 Heavy, bharee
 Hedge, bar, *f*
 Heel, eree, *f*
 Height, oonchaee, *f*
 Hell, dozukh
 Helm of a ship, sōok-kan
 Help, mudud, *f*
 Hemp, bung, *f*
 Hen, mōd:ghae, *f*
 Here, yuhan
 Hesitation, wuswas
 To hide, chhipa
 High, ooncha
 Hill, puhar; D. dongur
 Hinge, nurmadā
 To hire, kirayā kur
 His, ōska
 Hog, soār, soor
 To hold, pukur, rukh
 To hold (contain). — 'How much does this hold?' 'is men kitna sumata?' (literally, how much is contained in this?)
 Hole, soorakh; (a rent), p-har
 Hollow, khalee
 Honest, suchcha, diyan-ndar
 Honey, shuhud
 Hoof, sōom; (cloven), khōor
 Hook, ankree, *f*
 Hope, ōmmed, *f*
 Horn, seeng
 Horse, ghora, ghoda
 — (black), mōōkhōō

Horse, (white), sōōfed
 — (gray), sōōrkha
 — (bay), kōōmyt
 — (chestnut), sumund
 Horse-shoe, nāl
 Hot, Gurm
 Hour, ghunta, ghuree, *f*
 House, ghur
 How? kisturuh?
 How long? kub-tuk?
 How much? kitna
 Hubbub, hurburee, *f*; D. gurbur
 Hungry, bhookha
 To hunt, shikar-kur
 Hunter, shikaree
 Husband, khusum
 Hypocrisy, riya, *f*, mukr
 Hypocrite, mukkar

I

I, myn
 Ice, burf
 Idea, khāyal
 Idle, sōōst
 Idol, moorut, *f*
 If, ugur, jo
 Immediately, ubhee; D. ubeech
 Impossible, mōōhal, un-hona
 Improper, na-mōōnasib
 Impudent, dheet-h
 In, men
 Income, amdunee, *f*
 To increase, (neut.) burh; (act) burha
 Indeed, tuhckeeck, such
 Indigo, neel
 Industry, mihnūt, *f*
 Infantry, pydul, piyade
 Inferior, kumtur
 Infidel, kafir
 To inform, khubur-de
 Inhabitant, sakin
 Ink, siyahee, *f*, rowsh-nase, *f*
 — (red), sōōrkhee, *f*
 Inkstand, duwat, *f*
 Inn, munzil, *f*
 Insect, keera
 Insipid, p-heeka
 Insolent, gōōstakh
 Instead of, ke-'iwuz
 Instrument, alā
 Interpreter, mōōturjim, do-bhashiya, dōōbasee
 To interrupt, rok, khulul-kur
 Intrigue (plot or subornation), sumjha-ish
 Iron, loha
 Island, juzeerā, tapoo
 It, wōdh, yih; D. o
 Itch, khōōjlee, *f*
 Ivory, hat-hee dant
 Ivy, bal

J

Jack-fruit, kut-hul; D. p-hunnus
 Jackal, geedur; D. kola
 Jacket, ungrikha, kōōrta
 Jail, bundee, khañā
 Jar, ghura
 Jasmine, yasmeen, *f*
 Jaw, jubhra
 Jealous, bud-gōōman
 Jealousy, ghyrut, *f*
 Jelly, mōōrubba
 Jest, t-hut-ha, muzakh
 Jester, t-hut-hol
 Jewel, jowhur
 Jockey, chabōōk-suwar
 To join, jor
 Joint, gant-h, *f*
 — (of cane), gunderee, *f*
 Journey, sufur
 Joy, khōōshee, *f*
 Judge, ckazee
 Juggler, bazeegur; D. garooree
 Juice, rus
 To jump, kood
 Justice, insaf, 'udalut, *f*

K

To keep, rukh
 Keepsake, yadgaree, *f*
 Kernel, mughz; D. charolee, *f*
 Kettle, deg, *f*, degchā
 Key, kōōnjee, *f*, chabee, *f*
 To kick, lat-mar
 Kid, hulwan
 To kill, mar, mar-dal
 Kiln, bhar
 Kind, (adj) mihrbān
 — (sort), ckism, *f*
 King, padshah, sōōltan, raja
 Kingdom, sultunūt, *f*
 To kiss, choom
 Kitchen, bawurchee khañā
 Kite (bird), cheel, *f*
 — (paper), putung
 Knave, dugha-baz
 To knead, goond
 Knee, zanoo; D. gōōrga
 Knife, chhōōree, *f*
 To knit, bōōn
 Knot, gant-h, *f*
 To know, jan

L

Labour, mihnūt, *f*
 Labourer, muzdoor
 Lace (network), jalee
 — (trimming) kinaree, *f*
 Ladder, seerhee, *f*; D. siree, *f*
 Lady, beebie, *f*
 Lake, jheel, *f*

Lame, lungra
 Lamp, chiragh
 Lamp-black, kajul
 Lancet, nushtur, *f*
 Land, zumeen, *f*
 — (opposed to sea), khōōshkee
 To land (disembark), kinare-pur-ja
 Language, zuban, *f*, bat, *f*
 Lantern, fanoos, *f*
 Large, bura
 Lark, chundol
 Last, pichhla
 Late, der
 To laugh, huns
 Law, shurā
 Lawful, hulal
 Lazy, kabil; D. mutt-ha
 Lead, seesa; D. sheesh
 To lead a horse, dōōriya
 Leaf (of a tree), putta; D. pan
 — (of a book), wurck
 Lean, dōōbla
 To lean against, tukiya kur
 To leap, kood
 To learn, seekh
 Leather, chumra
 Leave, rōōkhsut, *f*
 To leave, chhor
 Leech, jonk, *f*
 Left (remaining) backee
 — (opposed to right), bayan; D. dawan
 Leg, paon
 Lemon, leemoo
 Length, lumbae, *f*
 Leopard, cheeta; D. bor-buchā
 Leprosy, korh
 Less, kum
 Letter (epistle), khutt, chit-hee, *f*
 — (of the alphabet), hnr
 Liar, jhoot-ha
 To tell lies, jhoot-h bol
 To lie down, let
 Life, jee
 To lift, ōōt-ha
 Light, (subst.) ōōjala
 — (not dark), ōōjala
 — (not heavy), hulka
 To light, jula
 Lightning, bijlee, *f*
 Like, mōōwafick, bura-bur, manund, misl
 Lime, choona
 Link (torch), mush'ul
 Lion, sher, singh
 Lip, hont-h
 Little (small) chhota
 — (a few), t-hora

To live, jee
Liver, kuleeja, jigur
Lizard, chhipkulee, *f*
Tree-lizard, girgit
To load, lad
—— (a gun), bhur
Lock, ckōōf
—— (of hair), zōōlf
—— (of a gun), champ,
f
Locust, tidda
Log of wood, kōōndā; D.
tōōndka
Logic, muntik, *f*
Long, lumba
To look, dekh
Loom, tant, *f*
Loop, p-hulee, *f*
Loose, dheela
To loosen, p-huska
Lord, khaan
To lose, kho
Lotus, kunwul
To love, 'ishck-ruk, h,
chah.
Lovers, 'ashick ovr mn'-
shoock (*i. e.* lover and
beloved.)
Low, neecha
Luck, bukht, ckismut, *f*
Lungs, riyat, *f*; D.
p-hepse
Lust, shuhwut, *f*

M
Mace (iron club), gōōrz
—— (the spice), jawi-
tree, *f*
Mad, deewanā; D. baora
Magic, jadōō
To make, kur; (con-
struct), buna
Male, nur
Mallet, mogree,
Man, admee
Mane, āyal, *f*
Mango, am
Mannur, turuh, *f*
Manners (breeding) udub
Many, buhōōt
How many? kitna?
As many as, jitna
So many, itna
Mare, ghoree, *f*
Mark, nishan, puta
Market, bazar
—— (for cattle or
slaves), nukhkhās
Marriage, byah, shadee, *f*
Marrow, mughz
Marry, shadee-kur
Martingale, zer-bund
Martyr, shuheed
Mast of a ship, dol
Master, sahib
Mat, boriya
Matras, toshuk, *f*

Me (or to me), mōōjh ko;
from me, mōōjh se
Meaning, mā'nee, *f*
Means, wuseelā
To measure, map
Meat, gosht
Medicine, duwa, *f*
To meet, mil
Melon (musk), khurboozā
—— (water), tnrboozā
To melt. See Dissolve
Memorandum, yad-dasht,
f
Memory, yad, *f*
To mend, murummut kur
Merchant, sowdagur
Messenger, hurkarā
Middle, beech, miyan
Midwife, daee-junace, *f*
Milk, doodh
Mill, chukkee, *f*
Mind, jee
Mine (of gold, &c), khaan
—— (my), mera
Mirror, aeenā
Mischief, khurabatee, *f*
Miser, bukheel
To miss, khuta kur
Mistake, ghulut, *f*
To mix, mila
Model, numoonā
Moment, dum
Money, pyse, rōōpy,
nuckd
Monkey, bundur; D.
bandur
Month, māheena
Moon, chand
Moonlight, chandnee, *f*
More, ziyadā
Morning, fujr. *f*; D.
ghutur
Mortar, hawun; (for
bombs), ghōōbarā
—— (plaster), choona
Moth, purwanā; D. patur
Mother, ma, *f*
Mother-in-law, sas, *f*
To move, (neut.) hil;
(act.) hila
Mountain puhar; D. don-
gur
Mourning, matum
Mouse, chooha
Mouth, mōōnh; D. mon
Much, buhōōt
Mud, keechur, *f*; D.
chikkur, *f*
Mule, khuchur
Mushroom, sumaroogh;
D. ckōōdrutee
Music, moosickee, *f*, rag
Musk, mōōshik
Musket, bundock, *f*
Muslin, mulmul, *f*
Mustard, raee, *f*
Mutiny, dunga

My, mera
N
Nabob, nāwwab
Nail (of the finger), &c.,
nakhōōn
—— (iron), mekh, *f*
Screw-nail, murōree
mekh
Naked, nunga
Name, nam
Narrow, tung
Native place, wutun
Nature (disposition), tā
bee'ut, *f*
Near, nuzdeek, pas
Necessary, zuroor
Neck, gula
Necklace, mala
Needle, sooe, *f*
Neglect, ghufut, *f*
Neighbour, humsayā
Nephew (brother's son),
bhuteeja; (sister's son)
bhanja
Nest, ghonsla
Net, jala
Never, kubhee nuheen;
(*i. e.* ever not)
New, nāya; D. nāwa
News, khubur, *f*, ukhbar
Night, rat, *f*
No or not, nāheen
Noble, shāreef
Noise, shor; D. gurbur
Nonsense, jhuk
None, kōōchh nuheen;
(*i. e.* any not)
Noose, p-hansee, *f*; D.
p-hand
North, shimal
Nose, nak, *f*
Nose-ring, nut-h
Note (letter), chit-hee, *f*
Nothing, kōōchh nuheen;
(*i. e.* any thing not)
Now ub
Number, shōōmar
Nurse, daee, *f*, aya, *f*
Nut, jowz
—— (walnut), ukhrot
—— (filbert), findōock
—— (betel), sōōparee, *f*
—— (cashew), kajoo
—— (cocoa), nariyāl
—— (pistachio), fistuck
Nut (ground), moong-p-
hulee, *f*
—— (vomick), kōōchla
—— (croton), jāmalgota
Nutmeg, jae-p-hul

O
Oar, dand; D. doee, *f*
Oath, ckusum, *f*
Obedience, hōōkm-bur-
daree, *f*

Objection, pukur
Obstinate, ārooa
Of, ka, ke, kee
To take offence, bōōra
man
Often, uksur
Oil, tel
Old, pōōrana; D. khukka
—— age, bōōrhapa
—— man, boorha
—— woman, bōōrhiya,
Olive, julpae, *f*
On, pur
Once, ek-bar
Onion, piyaz, *f*
Only, sirf
To open, khol
Opium, āfeem, *f*
Opportunity, fōōrsut,
ckaboo
Opposite, rooburoo
Or, ya
Orange, narunzee, *f*
Order (arrangement), in-
tizam
—— (command), hōōkm
furman
Origin, usl, *f*
Ornament, zingar
Other, doosra
Out, bahur; D. bhar
Over, oopur
Owl, dōōloo
Own, upnd
Ox, byl

P
Page of a book, sufhā
Pain, dōōkk
Paint, rung
Pair, jora
Palanquin, palkee,
Palm of the hand, hut-
helee, *f*
Palm-tree, tar
—— (fruit of the),
turkōōl; D. nōōnjul
Pan, pateela; (frying),
kurahee, *f*
—— (of a gun), piyalā
Paper, kaghuz
Pardon, 'āfoo
Parrot, tota
Partner, shāreek
Partridge, teetur
To pass, gōōzur
Paste, le-ee, *f*
Patience, subr, *f*
Pattern, nāmoonā
Pay, tulub, *f*; (monthly
wages), durmahā
Peace, sōōlh, *f*
Peacock, mor
Pearl, motee
Peasant, rāeeyut, (cor-
ruptly pronounced riot);
D. kōōmbee

Pelican, huwasil
 Pen, ckulum
 Penknife, ckulumturash,
f
 People, log
 Pepper, mirch
 Pepper (cayenne), lai
 mirch
 Perhaps, shayud
 Permission, ijasut, *f*
 Person, shukhs
 Pestle, sonta
 Petition, 'urzee, *f*
 Petticoat, lahunga
 Pewter, just, *f*
 Pick-axe, kōddalee, *f*
 Pickles, achar
 Picture, tusweer, *f*
 Piece, tōckra
 Pig, soōār, soor
 Pigeon, kābootur
 Pill, golee, *f*
 Pillage, loot, *f*
 Pillar, khumbha; D.
 kham
 Pillow, tākiyā
 Pin, ulfeenā
 Pincers, sungsee, *f*
 Pine-apple, ununmas
 Pipe (tube), pālee, *f*
 — (for playing on),
 bunsee, *f*
 — (for water), purnalā
 — (barrel), peepa
 — (tobacco), chowga-
 nee, *f*
 — (apparatus for smok-
 ing tobacco through
 water), hōōckckā, cka-
 liyan, gōōrgōōree, *f*
 Pirate, dākyt
 Pistol, tābunchā
 Pit, gurha; D. khora
 Pitch, ral, *f*, ckeer
 Pity, ruhū
 Place, juguh, *f*
 Plain (field), mydan
 Plaintiff, furyadee
 To plait, goond
 Plane (carpenter's), rundā
 Plantain, kela
 Plaster (lime), choona
 — (for a wound),
 murhum
 Plate, basun, burtun, ri-
 kabee, *f*, t-halee, *f*
 Plated (lacquered or gilt),
 mōōlumā
 To play, khel
 — (music), buja
 Pleasant, khōōsh; D. chu-
 kot
 Plough, hul; D. nagur
 To plough, jot
 To plough, loot
 Pocket, jeb, *f*
 Poet, sha'ir

Point, nok, *f*
 Poison, bis
 To polish, syckul kur
 Pomegranate, ānar
 Pond, talab
 Poney, tanghun
 Poor, kungal, ghureeb
 Poppy, koknar
 Porter (labourer), muz-
 door, koolee.
 — (doorkeeper), dur-
 ban
 Portmanteau, khorjee, *f*
 Possible, mōōmkin
 Post (for letters), dak, *f*,
 tuppāl
 Pot (earthen), handee, *f*
 — (of metal), butlohee, *f*
 Potatoe, aleo
 — (sweet), rutnaloo
 Potter, kōōmhar
 To pound, keot, choor
 To pour, dal
 Powder, bōōknee, *f*
 Gunpowder, baroot, *f*
 To practise, mushck kur,
 sadh
 Praise, tā'reef, *f*
 To pray, dōō'a kur
 Preacher, wa iz
 Present (*adj.*), hazir
 — (a gift), nuzur, *f*
 Pretty, khorob-soorut, na-
 zōōk
 Price, mol
 Pride, ghōōroor
 To prime a gun, runjuk
 pila
 Prince, shahzadā
 Princess, shahzadee, *f*,
 begum, *f*
 Prison, ckyd-khanā
 Prisoner, ckydee
 Proclamation, munadee, *f*
 Profit, fa-idā, sood
 To promise, buchun de
 Proof, duleel, *f*
 Prophet, pyghumbur, nā-
 bee
 Breed, mughroor
 To pull, khynch, tan
 To pull off, dōōtar
 To punish, suza de
 Purse, t-hylee, *f*
 Purposely, janke, jan-
 boojhke, ckusdun.
 To push, dhukka de
 To put rukh, dhur
 To put on, puhin, pen

Q
 Quadruped, char-payā
 Quail, buter, *f*
 Quarrel, jhugra
 Quarter (one-fourth), pao,
 chowt-haee, *f*
 Quay, Ghat

Queen, mālikā, *f*, begum,
f, ranee, *f*
 Question, sōōal
 Quick, juld
 Quiet, sakin
 Quite, mōōtluck

R

Radish, moolee, *f*
 Rag, lutta
 To rain, burus
 Rainy season, bursat, *f*
 To raise, dōōt-ha
 Raisin, kishmish, *f*, mōō-
 nuckckā
 Rascal, huramzadā, t-hug,
 dughabaz
 Rat, chooha
 Rattan, bet, *f*, chhuree, *f*
 Raw, kucha
 Razor, dōōstōōrā
 To read, purh
 Ready, tāyyar, hazir
 Real, uslee, sucha
 Rear, peechha
 To reap, ka
 To recollect, yad kur
 Red, lai
 Reed, nul; D. toonga
 To refuse, rudd kur
 Regulations, ckāwa-id,
 bundobust, *f*
 Rein, bag, *f*, lugam, *f*
 Relative (kinsman), rish-
 ādar, sāga, ckurabutee
 Religion, deen, muz-hub
 To remain, rāh; D. uchh
 To remember, yad-ruk
 To remind, yad-de
 To remove, surka, kinare
 rukh, door-kur
 Rent (hire), bhara, kirayā
 — (tear), chak
 To repent, towbā kur
 Revenge, intickam
 Revenue, amdunee, *f*,
 muhsool
 Reward, dōōjrat, *f*
 Rheumatism, baee, *f*
 Rhinoceros, gynda
 Rib, punjur
 Ribbon, puttee, *f*, feeta
 Rice (the plant), dhan
 — (cleared) chawāl
 — (boiled), bhat, khōōsh-
 kā
 Rich, dowlutmund
 To ride, suwar hō
 Ridicule, hunsee, *f*
 Right (not wrong), dōō-
 rōōst
 — (not left), dahina;
 D. seedha
 — (dues), huckck
 Ring, ungoot-hee, *f*
 Riot, hungamā; D. gur-
 bur

Ripe, pukka
 To rise, dōōt-h
 River, nuddee, *f*, durya
 Road, rah, *f*
 To roast, bhoon, kubab-
 kur
 To rob, chōōra
 Robber, chor
 Robbery, choree, *f*
 Rock, chutan,
 Rocket (firework), hu-
 wace, *f*
 — (military), ban
 Roll (muster), ism-nāwee-
 see, *f*
 To roll up, lupet
 Roof, chhut, *f*; D. mu-
 gree, *f*
 Room, kot-hree, *f*, kum-
 ra
 Root, jur, *f*
 Rope, russa, russee, *f*
 Rose, gōōl
 To rot, sur, sur ja
 Rotten, sura, gund ā
 Rough, khōōrkhoōra
 Round, gol
 To row a boat, dand mar
 To rub, mul
 Ruby, lāl
 Rude, be-ādub
 To run, dower
 Rupee, roopyā
 Rust, zung

S

Sabre, tulwar, *f*
 Sack, gon, *f*
 Sacred, mōōckuddus
 Saddle, zeen
 Sad, dōōdas
 Safe, salim
 Sagacity, frasut, *f*
 Sail, badban
 Sailor, khālasee
 Sale, bikao
 — (by auction), neelam
 Salt, numuk
 Saltpetre, shor
 Salvation, sulam
 Salvation, nujat, *f*
 Salve, murham
 Same, ekhee
 Sand, baloo, *f*
 Sash, putka, jal
 To save, bucha
 Saw, ara
 To say, kāh, bol
 Scabbard, miyan
 Scale (balance), tārazoo,
f
 — (of a fish), chhilkā
 Scar, dagh
 Scarce, kum, t-hora
 Scarcity, kumtee,
 Scarlet, lai, ckirmizee
 To scatter, p-hyla

Scholar, shagird
School, muktub
Schoolmaster, dōstad
Science, ilm
Scissars, ckynchee, *f*, kã-
turnee, *f*
Scorpion, bichchhoo
To scratch, khōjla
Screen, tuttee, *f*
Screw-driver, pech-khol-
nee, *f*
Scul, khopree, *f*
Sea, durya, sumōondur
Seal, mōōhr, *f*
Sealing-wax, lakh
To search, dhooadh, tu-
lash kur
Season, fusl, *f*, mowsim
Second, doosra
Secondhand, dōtara
Secret, raz
Sect, ckowm, *f*
To see, dekh
Seed, beej
Seldom, kum
Selfish, khōōd-ghuruzee
To sell bech, bench. (The
word 'to' after 'sell' is
expressed by 'ke hat-h,'
to the hand of; — as
'mere khawind ke hat-h
bechoge,' will you send
to my master? *literally*,
to my master's hand).
To send, bhej
Sense, 'uckl, *f*
Sentinel, pālriya, chow-
keedar; *D.* para
To separate, jōōa kur
Seraglio, zunanā, hurum
Serpent, samp
Servant, nowkur, khid-
mutgar, chakur
Service, khidmut, *f*, now-
kuree, *f*
Several, kãee, kitne ek
To sew, see
Shade, chhaon, *f*
To shake, hila
To sham, bāhanā kur
Shame, shurm, *f*
Shape, soorut, *f*
Share, bant
To sharpen, tez kur, dhar
de
To shave, moond, hāja-
mut kur
She, wōōh; *D.* o.
Sheath, miyan
Shed, purchhutee, *f*; *D.*
gōōrsee, *f*
Sheep, bher, bukra, buk-
ree, *f*. (The two latter
words properly signify
a goat, although they
are frequently used for
a sheep).

Sheet, chuddur, *f*, dōō-
putta
— (of paper), tao, wurck
Shell, seepee, *f*
Shepherd, bheree-hara; *D.*
dhungur
Shield, dhal, *f*
To shine, chumuk
Ship, jāhaz
Shirt, ckāmees
Shoal, chur
Shoe, jootee, *f*
To shoot, mar
Shop, dookan, *f*
Shopkeeper, buniya
Shore, kinarā; *D.* kurka
Short, chhota
Shot (small) chhurra
Shoulder, kandha
To show, dikha, butla
To shut, bund-kur
Sick, beemar, be aram
Sickle, hunsoo
Side, janib, *f*, *D.* pukhooa
Sieve, chulnee, *f*; *D.* jhul-
nee, *f*
Sight, nuzur, *f*
Sign, isharut, *f*
Silence, chōōp
Silk, reshum
Silk-worm, reshum ka
keera
Silver, roopa
Sin, gōōnah
Since, jub se
To sing, ga
To sink, doob ja
Sirup, sheerā
Sister, bāhin, *f*
To sit, bvt-h
Siz, undazā, deel
Skin, chumra
—ky, asman; *D.* gugun
Slander, chōōghlee, *f*
Slave, bundā, ghōōlam
To sleep, so
Sieve, asteen, *f*
Slice, phank, *f*
Slung for throwing, go-
phun, *f*
Slovenly, nujis
Slow, ahistā
Small, chhota
Smallpox, s-etula, *f*
To smell, soongh
Smith, lohar
Smoke, dhooan
To smoke a pipe, pee,
khynch
Smooth, chikna, saf
Snake, samp; (tube of a
hookah) nychā, pench-
wau
To sneeze, chheenk
Snipe, isnaf
Snuff, nas, *f*
— (of a candle), gōōl

Snuff-box, nas-dan
Snuffers, gōōlgeer
To snuff a candle, gōōl kat
So, āysa, yoon
So much or many, itna
Soap, saboon
Society, sōōhbut, *f*
Soft, nurm
Soldier, ckālā'ee, *f*
Soldier, sipabee
Sole of the foot, tulwa
Some, kōōchh
Somebody, koe
Sometimes, kubhee kub-
hee
Somewhere, kuheen
Son, betā, (in law) damad
Sorry, mulool
Sort (kind), ckism, *f*
Soul, rooh, *f*, jee
Sound, awaz, *f*
Soup, shorbā, joos
Sour, khutta
South, dukhun
To sow, bo
Space, 'ursā
Spangle, tiklee, *f*
Spark, chingaree, *f*
To speak, bol
Spear, burchhee, *f*
Spectacles, chushmuk
To spend, khurch kur
Spices, musaluh
Spider, mukree
To spin, kat
To spit, t-hook
To split, p har
To spoil, khurabkur
Spoon, chumchā
Spot, chheet, dagh
Spring (season), buhar
— (of steel), kumancee, *f*
— (of water), chushmā,
D. jhura
To sprinkle, chhiruk; *D.*
chhinuk
Spur, kanta
Spy, jasoos
Squint-eyed, dera
Squirrel, gileree, *f*
Squirt, pichekaree
Stable, istubul
Stair, seerhee, *f*; *D.* siree, *f*
To stand, khura ho
Star, tara, sitarā
Starch, kanjee, *f*
To start, chownk
To stay, ruh: uchh
To steal, chōōra
Steel, foolad, *f*
Step, ckudum
Steward, khansaman
Stick, lat-hee, lukree
To sting, dank mar
Stink, bud bo, *f*
Stirrup, rikab, *f*
Stock (capital), poonjee

Stock (of a gun), kōōndā
Stockings, jōōrab
Stocks for confining male-
factors, kat-h; khora
Stone, putt-hur; *D.* p-
huttur
To stop, ruh
Storm, andhee
Story (tale), hikayāt,
nuckl, *f*, kuhanee,
Straight, seedha, burabur
Straw, pāyal, *f*; pural, *f*
Stranger, ujnabee
Street, gulee, *f*
Strength (force), zor
— (firmness), muz-
bootee, *f*
To strike, mar
Strong (powerful), ckā-
wee; (firm), muzboot
Such, āysa
To suck, choos, *D.* chōōng
Sugar, Shukur, *f*, khand
Raw Sugar, gōōr
Sugar-candy, misree, *f*
Sugar-cane, gunna
Sulphur, gundhuk, *f*
Summer, tabistan,
dhoopkal
Sun, aftar
Sunshine, dhoop,
Suspicion, gōōman
To sweep, jhar
Sweet, meet-ha
Sweetmeat, mit-hace, *f*
To swell, p-hool
To swim, pyr
To swing, jhool
Sword, tulwar, *f*

T

Table, mez, *f*
Tail, dōōm, *f*
Tailor, durzee
To take, le
Take care, khuburdar
To talk, bol, bat-kur
Tall, ooncha
Tamarind, imlee
Tank, talab
Taste, mǎzā
To taste, cheekh; *D.* chak
Tax, muhsool
Tea, cha, *f*
Teapot, cha-dan
To teach, sikha
Tear, ansoo
To tear, p-har
Telescope, door-been
To tell, kuh, khubur de
Temper, mizaj, tubee'ut,
Temple, (Mahommedan)
musjid, *f*
— (Hindoo), dewāl
Temptation, ighwa
Tent, dera, tumbōo;
(small), bechobā

Tent-pole, chob, t-ham
Tent-peg, mekh, f,
khoonta
Tent-pitcher, khulasee,
furrash
Than, se
Thanks, shōōkr
That (*pron.*) wōōh; (*conj.*)
ki
Their, ōōnka
Then, (*adv.*) tub; (*conj.*) to
There, wāhan
Therefore, iswaste
These, ye
They, we
Thick, mota
Thief, chor
Thigh, ran, f
Thimble, uagōōshtanā
Thin, putla
Thing, cheez, f
To think, sumujh
Thirsty, pyasa
This, yih
Thorn, kanta
Those, we
Thou, too
Thread, soot
To threaten, dhumka
Throat, gula
Thorne, tukht, musnud, f,
guddee, f
Through, par
To throw, dal
Thumb, ungoot-ha
To thunder, guruj
Thus, āysa, yoon
Thy, tera
To tickle, gōōdgōōda
To tie, bandh, bund-kur
Tiger, bagh, sher
Tight, tung; D. ghut
Tile, khupra; D. kuwe-
loo
Till, tuk
Time, wuckt
Tin, ckālā'ee, f; kut-
heel
Tinsel, tash
Tired, t-huka, mandā
Titie, luckub, khitab
Tittle-tattle, gup-shup, f
To, ko
To toast, senk
Tobacco, tōōmbakoo
Toddy (juice of the palm
tree), taree, f
Together, sat-h; D.
sungat
Tomb, ckubur, f
To-morrow, kul; D.
suban
Tongue, jeebh, f
Too, nihayāt, ziyadā
bāhōōt
Tools, hut-hiyar
Tooth, dant

Tooth-brush, miswak, f;
D. datoon
Tooth-pick, khilal
Tooth-powder, munjun
Top, sir
Topaz, pōōkhraj
Topsy-turvy, ōōlta-pōōlta,
tul-coopur
Tortoise, kuchhwa; D.
tanbel
To touch, chhoo
Touchstone, kusowtee, f
To tow a boat, khynch,
tan
Towards, kee turuf, ke
pas
Towel, dustmal
Tower, bōōrj
Town, shuhr, nugur,
puttun
To transplant, romp
Trap, kul, f
Traveller, mōōsafir
Tray, khanchā
Treachery, dugha, f, be
wāfae, f
Treasury, khuzanā
Tree, durukht D. jhar
To tremble, kamp
Trial, imtihan
Trick, heelā
To trot (a horse), dōōlkee
chul
Trouble, dōōkh, tusdee', f
Trousers, izar, f, shurā'ee
f, shulwar
True, such
Trumpet, ckurna, tōōr-
hee, f, banka
Trunk (box) sundooek
—— (of a tree) per, f
—— (proboscis) soond, f
Truth, such
To try (endeavour) ckusd
kur, sā'ee kur
—— (investigate), tun-
ckeeh kur
Tune, rag
Turban, pugree, f
Turmeric, huldee f
To turn, p-hir; (*act.*) p-hir
Turnip, shulghum
To twist, pech kur

U

Ugly, bud-soorut, bhonda
Umbrella, chhata, chhu-
tree, f
Uncle (paternal), chucha
—— (maternal), mamoo
Under, ke neeche, ke tāle
Unless, wugur nā,
nuheen to
Unripe, kucha
Up, oopur
Upon, pur
Upright, khura

Uproar, ghōōl; D. gurbur
Us (or to us), hum ko;
from us, hum se
Useful, kam ka
Useless, be-fa-idā

V

Vagabond, owbash; D.
pokree
Vain (in vain), be-fa-idā
(proud), dimaghee
Vanguard, hārawāl
Veil, bōōrckā
Vein, rug, f
Velvet, mukhmul
Venetian blinds, jhilmil
Vermin, keere mukore
Very, bāhōōt; nihayut;
D. lāee
To vex, suta
Victory, fut-h, ghulbā, jy
jeet, f
Village, bustee, f, gaon
Vinegar, sirkā
Violence, zor, zuburdus-
tee, f
Virgin, cheera-bund, f,
kuniya, f
Visit, mōōlackat, f, dur-
sun
Voice, awaz, f
To vomit, cky kur; D.
ōōkhal
Vulgar, pajee
Vulture, giddh; D. run-
geet

W

Wager, shurt, f
Wages, durmaha
Waist, kumur, f
To Wait, rāh
To wake, jag; (*act.*) juga
To walk, chul
Wall, deewar, f
To want, chah, mang.
War, luraee, f, jung, f
Warm, gurm
To wash, dho
Washerman, dhobee
Washerman's wife, dho-
bin, f
Wasp, birnee, f; D. di-
kooree, f
Watch (time-piece) ghu-
ree, f; D. ghuriyal;
(space of three hours),
puhur
To keep watch, chowkee
de, puhra kur
Watchman, chowkeedar,
puhre-wala
Water, panee, m
Water-carrier, bihishtee
Wave, mowj, f
Wax, mom
Way (road), rah, f

Way (manner), tārah, f
We, hum
Weak, zā'eef, kum, zor
Weather, mowsim, āyyam
To weave, bōōn
Wedding, shadee, f, byah
To weep, ro
To weigh, tol
Well (good), uchchha
bhula, khoob
—— (of water), kooa
West, mughrīb, puchhum
Wet, bheega
What? kya?
Wheat, gehoon
To wheedle, p-hōōsla
Wheel, pāhiya, chak
When, (*relative*) jub;
(*inter.*) kub?
Where, (*relative*) jāhan;
(*inter.*) kāhan?
Whetstone, silee, f
Which? kown?
While, juktuk
Whip, kora, chabōōk
Whirlwind, bugoola
To whistle, seetee-bāja
White, sufed
—— man, gora
Who, (*rel.*) jo; (*inter.*)
kown?
Whole, tumam, sub, sara
Whose? kiska?
Why? kis-waste? kyoona?
Wide, chowra
Widow, rand, f
Wife, joroo, f
Wild, jungulee
To win, jeet
Wind, hāwa, f; D. bara
Window, kharkee, f
Wine, shārab, f
Wing, pur; D. pukhota
Winter, jara
To wipe, ponchh
Wire, tar
Wisdom, 'uckl, f
To wish, chah
With, se; (along with),
ke sat-h
Within, ke undur
Without (outside), bahur;
D. bhar
—— (wanting), be,
bāghyr
To wither, kōōmla
Witness, shahid, gāwah
Wolf, bheriya; D. landga
Woman, rundee, f, 'ow-
rut, f; D. baekoo, f
Wonder, tā 'ujjōōb
Wonderful, 'ujub
Wood (forest), jungul
—— (timber), lukree, f
Wool, oon, f; D. roon
Woollen cloth, banat, f
Word, bat, f, lufz

Work, kam, kar
Workman, kareegur
World, dōōnya, *f*; D.
mundan
Worm, keera
To be worth, ckeemut
ruk
Wound, ghao, zukhm
Wrist, kulae, *f*; D
munkut, *f*
To write, likh
Wrong, ghulut

Y
Yard (court), ungun
— (measure), guz
Year, burus
Fearly, hur-burus

Yellow, peela, zurd
Yes, han, ho
Yesterday, kul
Yet (but) pur, lekin
— (till now), ubtuk
Yoke, jooa; D. kandee, *f*
You, tōōm
Young, jawan
Your, tōōmhara
Youth, jāwane, *f*
— (young man), jā-
wan

Z
Zeal, showck, gurmee,
ghyru, *f*
Zealous, sur-gurm
Zephyr, nāseem

Powne teen ghunte,
Sāwa teen ghunte,
Sarhe teen roopy,
Derh ghunte,
Urhae sow rōōpy,
Itwar, Sunday.
Peer, Monday.
Mungul, Tuesday.
Bōōdh, Wednesday.

a quarter to three o'clock
a quarter past three.
three and a half rupees.
half-past one o'clock.
two hundred and fifty
rupees.

DIVISION OF TIME.

Jōōm'ā-rat, Thursday.
Jōōm'ā, Friday.
Suneechur, Saturday

The Mahomedan year contains only three hundred and fifty-four days. The following are the names of the Arabian months:—

- | | |
|----------------------|-----------------|
| 1. Mōōhurrum. | 7. Rujub. |
| 2. Sufur. | 8. Shā'ban. |
| 3. Rubee'-ōōl āwwāl. | 9. Ramuzan. |
| 4. Rubee'-ōōs-sanee. | 10. Shāwwāl. |
| 5. Jumad-ul-āwwāl. | 11. Zee-ckā'dā. |
| 6. Jumad-us-sanee. | 12. Zee-hijjā. |

The Hindoo year corresponds nearly with our own. The following are their months, and the degree in which they correspond with ours:—

Bysakh, beginning from the 9th to the 13th of April, and lasting to the 9th or 13th of May.

Jeth,	May—June.
Usarh,	June—July.
Sawān,	July—August.
Bhodon.	August—September.
Kooar, or Asin,	September—October.
Kartik,	October—November.
Ughun,	November—December.
Poos,	December—January.
Magh,	January—February.
P-halgōōn,	February—March.
Chyt,	March—April.

The Mahomedans consider sunset to be the close of the day, and that the next day commences immediately after.

THE FORMS OF ADDRESS.

'Ap,' your honour; 'Sahib,' sir; 'Huzrut,' your worship; 'Māharaj,' your highness; 'Bundā,' slave; 'Ajiz,' weak person; or 'Fiawee,' devoted servant.

The most useful Conjunctions and Interjections are, viz.:—

Owr, and.	Pur, but.
Ki, that, for, &c.	Bhee, also.
Ugur, if.	Shabash, bravo!
Jo, if.	Chhee, fie!
Lekin, but.	Khuburdar, take care!

CONVERSATIONAL PHRASES.

In Familiar Phrases the Verb almost invariably ends the sentence.

How are you to-day?	aj tōōm kyse ho?
How do you do, sir?	ap ka mizaj kysa hy?
Praise be to God (my health) is very good	ulhumdōō-lillah, buhōōt
Health to your honour!	uchchha hy huzrut sulamut!

The Cardinal Numbers are—

- | | |
|---------------------|----------------|
| 1 Ek. | 15 Pundrā. |
| 2 Do. | 16 Solā. |
| 3 Teen. | 17 Sutrā. |
| 4 Char. | 18 Ut-harā. |
| 5 Panch. | 19 ōōnees. |
| 6 Chhā. | 20 Bees. |
| 7 Sat. | 30 Tees. |
| 8 At-h. | 40 Chalees. |
| 9 Now. | 50 Puchas. |
| 10 Dus. | 60 Sat-h. |
| 11 Igarā, or gyarā. | 70 Suttur. |
| 12 Barā. | 80 Ussee. |
| 13 Terā. | 90 Nāwwe. |
| 14 Chowdā. | 100 Sow or Sy. |

Numbers beyond 20 are commonly reckoned by scores, (koree). Examples—'Ek koree panch,' one score five, or 25; 'teen koree pundrā,' three score fifteen, or 75. Numbers after twenty are also formed by the addition of the unit, having the particle 'pur,' above, prefixed. As—

Bees pur ek, 21	Tees pur ek, 31
Bees pur do, 22	Chalees pur teen, 43, &c.

The Collective are—

Gunda, a set of 4.	Huzar, 1000.
Gahee, a set of 5.	Lakh, (a 'lac,' a hundred thousand.
Bessee, or Koree, a score.	Kuor, ten millions.
Chaleesa, a set of 40.	
Sow, or Sykra, 100.	

The Ordinal are—

Puhla, or P-hyla, first.	Chowt-ha, fourth.
Doosra, second.	Panchwan, fifth.
Teesra, third.	Chhut-ha, sixth.

And so on, by adding (generally) the syllable 'wan' to the ordinal number.

The Fractionals are—

Pao, or Chowt-hae,	a quarter.
Adha,	a half.
Powne,	minus one-fourth.
Sāwa,	plus one-fourth.
Sarhe,	plus one-half.
Derh,	one and a half.
Urhae,	two and a half.

Peace (or safety)!	sulam!	This is very bad cloth	yih buhööt khurab kupra hy
I present my respects	bundugee urz kurta hoen	This cloth is very thick	yih kupra bnra moza hy
I make prayer (for you)	döa kurta hoen	They are lazy and negligent	we sööst owr ghafli hyn
Good-bye (<i>literally</i> , may God be your protector!)	Khöda hafiz!	Can you speak English?	tööm Ungrezee bol sukte ho?
Bring water for drinking	peene ka panee lao	Take away this bundle	is gut-hree ko le-chulo
Be careful	khuburdar ho	Let it alone	rhune de
What is your command?	hööm kya hy?	It is just now raining	ubhee burusta hy
Shut the door	durwazä bund kuro	Why are you laughing without reason?	be subub kyoon hunste ho?
Open the door	durwazä kholo	She is deaf and dumb	wööh buhree owr goongee hy
Light the lamp	chiragh julao	How long is this cloth?	yih kupra kitna lumba hy?
Extinguish the candle	buttee bööjhao	It will be (necessary) for you to go along with me	humare sat-h töömhen jana hoga
Don't forget	bhooliyo mut	Open the lock of that door	öös durwaze ka cköf kholo
Remain silent	chööp ruho	What is the total of your account?	kya jööm lä hy töömhare hisab kee?
There is no end of thy chattering	tere bukne kee intiha näheen	A wasp has stung me	humko ek birnee ne dunk-mara hy
Don't make a noise	shor mut kuro	What need of so much care?	kya hajut itnee khuburdaree kee?
Come near	nuzdeek ao	What is the price of these things?	kya ckeemut hy in cheezen kee?
Go quickly	juldee jao	What is the difference between these two?	kya furck hy in donon men?
No matter	kööchh möözayuckä nä h-en	What sort of dispute is between you two?	tööm donon men kysee luraee hy?
Who is that?	wööh kown hy?	There is no lock to this box	is sundoock men cköf näheen hy
Say that again	wööh phir kuho	I wish to go out	myn bahir jaya chahta hoon
Speak easy Hindoostanee	sulees Hindoostanee bolo	Have these things come from Europe?	we cheezen Wilayut se aeen hyn?
What is this?	yih kya hy?	Where shall we stop to-night?	aj kee rat hum kuhara ruhe ge?
Call for the palanquin	palkee mungao	Seek for it	ööske dhoondho
Has your master risen?	sahib öötha hy?	Take this couch into the other room	doosre kot-hree men is puiung ko lejao
Go out of the house	ghur se niklo	Which is the best of these two?	in donon men kown uch-chha hy?
Wash your hands	upne hat-h dho-o	Having lifted these things out of the palanquin, bring them	palkee n-en se ye cheezen öötha lao
What use is there in that?	öösmeñ kya fa-idä hy?	Set up something for protection from the sun-shine	kööchh dhoop ke asre ke-waste khura kuro
Bring a little cold water	t-horasa thundapanee lao	In this house there is a hall, and three rooms	is ghur men ek dalan hy, owr teen kot-hree
There is no oil in the lamp	chiragh men tel näheen	How many days since did you receive this intelligence?	kitne din hoo ki töömko yih khubur milee?
Where is his shop?	ööskee dookan kuhan hy?	Is any thing for eating and drinking to be got there?	wuhan kööchh khane peene kee cheez miltee hy?
What sort of animal is this?	yih kownsa janwār hy?	Is it known to you at all where they have gone?	tööm ko kööchh mä'loom hy hi kuhan gāye hyn?
Bring ink, pen, and paper	duwat, ckulum, kaghuz lao	Clean these things	ye cheezen saf kuro
Who is that European?	wööh Gora kown hy?	Why are you spending your time in idleness?	tööm kyoon upna wuckt ghufut se kat-te ho?
Whose horse is that?	wööh kiska ghora hy?	Who are you?	tööm kown ho?
Whose house is this?	yih kiska ghur hy?	What is your name?	töömbara nam kya hy?
What is the hour?	ghuree kya hy?	What do you want?	tööm kya chahte ho?
This is very good fruit	yih buhööt khoob mewā hy		
This is wonderful news	yih jub khubur hy		
They are great liars	we bure jhoot he hyn		
She is very impudent	wööh buree gööstakh hy		
The sky is very clear	asman khoob saf hy		
He is a blockhead	wööh be-wööckooft hy		
Go away—you are dismissed	chule jao—röökhsut hy		
Don't go there again	wuhan p-hir mut jao		
Who lives there?	wuhan kown ruhta hy?		
Bring some wine and water	kööchh shurab panee lao		
Make the water very cold	panee khoob t-hunda kuro		
Awake me very early	humko buree fujur jugao		
Make a sign for him to come hither	idnur ane-ka ishara kuro		
Have a little patience	zurra subr kuro		
I am not at leisure	föörsut näheen		
Sprinkle a little water	t-hora panee chhirko		
This is very good bread	yih buhööt uchchhee rote hy		
There is a pain in my head	humare sir men durd hy		
It is late	der hoee		
Brush my hat and coat	topee owr köörtee jharo		
Listen	söono		

Where is his shop?
Send them to my house

Where do you live?
What is the matter?
This is a holiday, sir
What do you say?
What is your meaning?
Who is that?
I don't know, (*literally*,
to me is not known)
There are many flies here

Drive away the flies
What use is therein that?
Call the tailor
Mend this sleeve

Make me a coat

Are you the owner of that
house?
What is the name of this
village?
Do you know this man?

What is the price of this?
Will you sell it to me
(*literally*, into my
hand)?

Certainly, sir
Go and ask how he is to-
day
Has the fever abated or
not?
He is worse to-day
I am now quite well again

Where did you receive
this wound?
Do you smoke?
The sunshine has become
very oppressive
Hold up the umbrella
Send this note to Major
Cook's
At the time of luncheon
provide every thing for
four or five gentlemen
Make haste
Is this horse Arabian,
Persian, or English?
Why does he not come?

That is enough
It is the same thing
Go away
I was not speaking to
you
Come, take off my boots
Raise the Venetian blinds
Speak slowly
Speak distinctly, (separa-
ting your words,) then
I shall understand
Tell me when he arrives

ōōs kee dookan kuhan hy?
ōōnko humare ghur bhej
do
tōōm kuhan ruhte ho?
kya hy?
sahib! aj purub hy
tōōm kya kuhie?
tōōm hara iradā kya hy?
wōōh kown hy?
mōōjhe mā'loom nāheen

yuhan buhōōt mukkhayan
hyn
mukkhayan hanko
ōōs men kya fa-idā hy?
durzee ko bōōlao
is astern kee murummut
kuro
ek kōōrtē mere waste
bunao

tōōm ōōs ghur ke malik
ho?
is bustee ka nam kya hy?
is admeē ko tōōm jante
ho?
is ka mol kya hy?
humare hat-h bechoge?

ulbuttā, sahib
jao ovr poochho ki wōōh
aj kysa hy
tup men kōōchh tukhfeef
hooee hy ki nāheen?
aj ziyadā beemar hy
ub myn ne p-hir k'hoob
aram paya hy
yih ghāo tōōm ko kuhan
luge?

tōōm hōōckckā peete?
dhoop buhōōt tez hooee
hy
chhata lugao.
yih chitthee Major Cook
sahib ke yuhan bhejo
tiffin ke wuckt, panch
char sahib on ke waste
saman ty-yar kuro
juldee kuro
yih ghora Takee, ya Far-
see ya Ungrezee hy?
kis-waste wōōh nāheen
ata?

bus hy
ekhee hy
chule jao (*or* rōōkhut)
myn tōōm se nāheen bol-
ta t-ha

ao, moze ōōtaro
jhilmil ōōthao
ruh ruhke bolo
bol bol jōōda kur bolo, to
hum sum-jhenge

jub wōōh puhōōnche, tub
hum ko k'hubur do

The enemy have begun
to retreat
Who told you this?

How long have you been
in that gentleman's ser-
vice?
Where is your native
country?
He is a great rogue
Not to interrupt you, (*or*
pardon the freedom)
Speak without ceremony
He speaks fluent'y
He tells me one story, and
you another. Would to
God that I could speak
to them myself!

Is any one there?
What o'clock is it?
Three has struck, sir
Well, I shall rise
Bring my clothes
Where is my shirt, stock-
ings, shoes, coat, neck-
cloth, buttons, breast-
pin, waistcoat, trousers?

Bring water to wash my
hands and face
Give me the tooth-brush
and tooth-powder
Bring soap and a towel
Pour water over my whole
body
Bring the dressing-box
This razor is very blunt

Bring the strap
Give me my slippers
Tie this
Loosen that
They are too heavy
Brush my hat
Where is the comb?
Give these clothes to the
washer man
Has the tailor brought
my new clothes?
Clean these boots

See that there is no rep-
tile in them
Give me my boots and
spurs

ON RIDING OUT.

Is the horse ready?
Yes, sir
Put the saddle on well
Take up the stirrup one
hole
Let the stirrup down two
holes

dōōshmun hutne luge
kis-ne yih bat tōōm se
kuhee?

kub se ōōs sahib keyuhan
nowkur ruhe ho?

tōōm hara wutun kuhan
hy?
wōōh sukht budzat hy
gōōstakhee mōō'af

be tukullōōf bolo
wōōh sulasut se bolta hy
wōōh mōōjh-se ek bat
kuhta hy, ovr tōōm
kōōchh ovr hee kuhte-
ho. Kash ki myn ap-
ōōn se bol sukta!

ON RISING.

koeē hy?
kitne ghuntē buje?
teen buja, sahib
bhula, myn tōōhoonga
mere kupre lao
meree ckumees, moze,
jootee, kōōrta, gōōloo-
bund, ghōōndē, seenā-
bund, kumree ungur-
kha, izar kuhan hy?

hat-h mōōh dhone ka
panee lao
miswak ovr munjun do

saboon ovr roomal lao
mere tumam budun pur
panee dalo
mōōckabā lao
yihōōstōōrā buhōōtkōōndē
hy

chumotee lao
papoosh do
ise bandho
ōōse kholo
we buhōōt bhare hyn
meree topee ko jharo
kughhee kuhan hy?
ye kupree dhobee ko do.

durzee mere nāye kupre
laya hy?
in (chumre ke) mozon ko
saf kuro
dekho ki ōōn men koeē
keera mukora nuho
moze kanton sumet hum
ko do

ghora ty-yar hy?

han, sahib
uchchhee - turuh zeen
bandho

rikab ko ek kuree ke-
chhed bhar kum kuro-
rikab do kuree ke chhed
bhar lumbee kuro

Tighten the girth	tung khyncho	Recover arms	kan se maro
Give me the whip	chabōōk do	Eyes right	dahne nuzur
Keep out of the way ;	ruste se kinare ho ;	Eyes left	baen nuzur
perhaps he may kick	shaynd wōōh lat mare	Dress	burabur ho-jao
Hold the bridle till I be	lugam t-hambo jub tuk	Right face	dahne p-hiro
fairly mounted	myn uchchee-turuh	Left face	baen p-hiro
	suwar nā ho-oon	Right about face	dahne se adha chukkur
Groom ! come hither	sā-ees ! idhur ao		p-hiro
Hold the horse	ghora pukro	Left about face	baen se adha bhukker
He does not go easy	wōōh suhuj chultanaheen		p-hiro
Put all his furniture to	sub saz oōs ka t-heek	Rear ranks take open	pichharee kholo
rights	kuro	order	
Why does the horse	ghora kyoona āysa t-ho-	Rear ranks take close	pichharee milo
stumble so ?	kur khata hy ?	order	
Examine his hoofs	oōs ke sōōm dekho	Ground arms	bundooock sōōlao
Perhaps there may be a	shayud oōn men koe	Stand at ease	hat-h milao (or hat-h
stone in them	putt-hur ho		maro.)
Walk him about	oōse tuhlo	Quick march	juldee ckudum oōt hao
You are not to give the	ub ghore ko pannee nā	To the right wheel	dahne khoont pursamhne
horse water just now,	dena, jub tuk ki āysa		se chukkur khao
while he is so warm	gurm ruhe	On your left backwards	baen khoont pur peechhe
Take the horse into the	ghore ko istubul men	wheel	se chukkur maro
stable	lejao	To the right oblique	dahne tirschha ckudum
Get the carriage ready	garee ty-yar kuro		chulo
Drive quickly	juldee hanko	Wheel on the centre	beech ke khoont pur
Go straight forwards	seedha age chule-jao		chukkur maro
Turn to the right	dahne p-hiro	March in file	ckutar chulo
Turn to the left	baen p-hiro	Advance	age burho
Go a little slower	zurā ahiste chulo	Tell off the company into	kumpunee teen tolee kuro
Stop, stop !	ruho, ruho !	three sections	
Whose house is that ?	wōōh kis ka ghur hy ?	The company will wheel	pultun tirschhee tolee ho
Speak loud	pōōkarke bolo	in échellon of sections	jaegee
I shall call at this gentle-	myn is sahib ke yuhan	Step out	lumba ckudum rukho
man's house	jaoonga	Change the step	ckudum budlo
Ask if the gentleman	poochho ki sahib (beebee)	Mark time	upnee juguh khure ho
(lady) is at home or	ghur men hyn ki na-		ckudum oōt-hao
not	heen	The company will step	kumpunee chhā ckudum
Give my compliments to	tōōm upne sahib se mera	back six paces	peechhe hutega
your master	sulam kuhna	Halt	khure ruho
I shall now go home	ubhee ghur ko jaoonga	At what time will the	fujur kis-wuckt pultun
We are hungry and	hum bhooke pyase	battalion march to-	kooch kuregee ?
thirsty	hyn	morrow morning ?	
Has Captain Orr re-	Kuptan Orr sahib ckā-		
turned from parade ?	wa'id se p-hir aya ?		
No, sir	nāheen, sahib		
When he comes, then	jub wōōh awe, tub hazi-		
bring breakfast	ree lao		

ON PARADE.

Order arms	bundooock oōtaro
Fix bayonets	sungeen churhao
Shoulder arms	bundooock kandhe pur
	rukho
Charge bayonets	sungeen ka hat-h
Present arms	sulamee ka hat-h
Make ready	ghora dopae purchurhao
Half-cock firelocks	ek pae pur ghora rukho
Present	shust-lo
Fire	chhoro (or dagho, or
	maro)
Handle cartridge	tonte pur hat-h rukho
Open pans	piyalā kholo
Prime	runjuk pilao
Load	tona bhuro
Draw ramrod	guz nikalo
Ram down cartridge	tona guz se maro
Return ramrod	guz p-hir do

The words of command are, viz.:—

As you were	ujwur
Attention	telchun
Bayonet	bugnet
Change step	chunjetap
Charge bayonet	churt bugnet
Court-martial	kot masool
Grenadier	guran-deel
Ground firelock	gran fyluk
Order arms	urdul ram
Present arms	furjunt ram
Recover arms	rikab ram
Shoulder arms	cholda-ram
Stand at ease	tusdel tis
Who comes there ?	hōōkum dar ?
A friend	e prin

AT THE BREAKFAST TABLE.

Bring breakfast	haziree lao
Bring warm water	gurm panee lao
Is the water boiling ?	panee khowlta hy ?
Make tea	cha bunao
Where is the tea ?	cha kuhan hy ?

Give me a cup of coffee ek piyalā ckuhwā humko do
Where is the sugar? misree kuhan hy?
Give me a clean cup and saucer ek saf piyalā ovr t. halee humko do
Boil some eggs kōōchh unde dōbalo
Don't let them become hard dōnhen sukht hone nā do
Place the coffee-pot on that side ckuhwā-dan dōs turuf rukho
Place the teapot here cha-dan yuhan rukho
Come hither idhur ao
Bring the cold meat in the twinkling of an eye t-hunda gosht, pul marte, lao
Give me a knife ek chhōōree do
Bring a fork ek kanta lao
This butter is excessively bad yih mukkhun nihayut dūrab hy
Continue moving the punkha punkha hilate ruho
These eggs are not fresh ye unde taze nuheen
Bring a spoon ek chumchā lao
Give me a knife ek chhōōree do
Is that milk or cream? wōōh doodh hy, ya mulae?
Bring the newspapers ukābar ke kaghuz lao
Toast some bread kōōchh rotee senko
Tell your master that breakfast is ready sahib se kuho ki haziree ty-yar hy
Give that gentleman a chair dōs sahib ko ek kōōrsee do
Hand bread to that gentleman rotee dōs sahib ko do
Give me the butter mukkhun do (muskā)
Has the moonshee come? mōōnshee sahib aya hy?
Yes, sir han, sahib
Very well buhōōt uchchha
Take away all the things sub cheezen le-jao

STUDYING WITH A MOONSHEE OR NATIVE TUTOR.

Mr. Moonshee, how are you to-day? mōōnshee sahib, aj toom kyse ho?
Is there any news to-day? aj koe dōubur hy?
Do not use such hard words dōye mōōshkil ulfaz mut kuha kuro
What is the meaning of this word? is lufz kee kya mā'nee?
Put it in a common sentence or two; then I shall discover its meaning from the context ek ya do mōōstu'mul jōōlme men ise kuho; to myn, ckureene se, is kee mā'nee duryaft-kuroonga
Explain by signs, if you cannot by words ugur tōōm zuban se nuheen sukte, to isharon se butao
How do you pronounce this word? is lufz ko kyoonkur tulfōōz kurte ho?
Is this right? yih t-heek hy?
That is wrong wōōh ghulut hy
I understand your meaning from the context myn tōōmhara mutlub ckureene se sumujhta
But the phraseology is not correct lekin mōōhawurā dōōr-dōōst nuheen
You should say thus chahiye ki tōōm yoon bolo
If you will speak slow, then I may understand you jo tōōm ahiste bolo, to myn tōōmharee bat sumijhoon

You speak very fast
If you speak so fast, then I cannot understand you
Do I read well now?
Read you this sentence—then I shall hear
Which is the best time for study?
What are the best books?
Have you any Hindoostanee ink, paper, and pens?
This ink is too thick
Now it is too thin
Put some cotton in the inkstand
Make me a good pen
How do you form this letter?
How do you join these two letters?
The point of the pen is too broad, small, hard, soft
Is this good writing?
Where are the ruler and penknife?
This paper is very rough
Where is the polishing-shell?
He writes very badly
Nobody can read his hand
I have heard that you are well skilled in the Hindoostanee tongue
Do you think it a difficult language?
Be it difficult or not, by making labour you will always arrive at your object
But first, inclination is necessary
Yesterday I was very idle, and have not learned the lesson
Do not speak English to me until I tell you that there is a difficulty to me in the Hindoostanee
If I had all along spoken the language of this country since I came, I should have been able to speak it now with great ease

tōōm buboot juldee bolte jo tōōm itna juld bolte, to myn tōōmharee bat sumujh nuheen sukta
myn ub uchchha purhta hoon?
yih jōōmlā tōōm purho, to myn sōōnoon
mōōtalāā kurne ko kown-sa wuckt uchchha hy?
kown kown kitaben uchchhee hyn?
tōōmhare pas kōōchh Hindoostanee siyahee kaghuz, ovr ckulum hyn?
yih siyahee buhōōt gar-hee hy
ubhee buhōōt putlee hy
duwat men kōōchh rooe dalo
ek uchchka ckulum mōō-jhe turash-do
is hurf ko kyoonkur bunate ho?
in do hurfon ko kyoonkur jorte ho?
ckulum kee nok nihayut chowree, chhotee, sukht nurm hy
yih uchchha k utt hy?
mistur ovr ckulum-turash kunan hyn?
yih kaghuz buhōōt bemōōhre hy
mōōhrā kuhan hy?
wōōh buhōōt khurab likhta hy
dōska khutt koe purh nuheen sukta
myn ne sōōna hy ki tōōm Hindoostanee zuban se khoob mahir ho
tōōm is zuban ko mōōshkil nuheen sumujhte?
mōōshkil ho ya nuho, mihnut kurne se tōōm humeshā upne mutlub ko puhōōnchoge
lekin puhle, showck chahiye
kui myn buhōōt mujhool hooa tha, ovr subuck nuheen seekha
mōōjh-se Ungreze mut bolo jub tuluk myn nā kuhoon ki Hindee men mōōjhe dīckkut hotee hy
myn jub se aya hoon, tub se ugur humeshā is mōōlk kee zuban ko bolta, to ub myn buhōōt suhuj se bolta

Without practice you will not be able to speak with fluency

Tell the steward to prepare the account for the last month

How much is the monthly pay of the servants in arrear?

Let not their pay ever remain in arrear more than one month

How much is the expense of the household?

Tell me at once the sum total

This is far too much, it never was so much before

What is the reason of this?

Mention each item separately

Well, you may now go

How much is this cloth per yard?

Send for a rupee's worth of fruit

How many mangoes for a rupee?

What is the price of that horse?

This is more than he is worth

What is the lowest price?

This is a great deal too much

I cannot give so much

I will give you just half that

I want a half-ser of the small fish, and a ser of the large.

mushck ke siwa tōm tur-
raree se bol nuheen su-
koge

khansaman se kuho ki
pichhle muheene ka
hisab ty-yar kure
nowkuron ka durmaha
kitna backee hy?

ōn kee tulub kubhee ek
muheene se ziyadā
backee na ruhe
ghur ka khurch kitna hy?

mōjh-se ekbargee jōm-
lā kuho
yih buhōt ziyadā hy, age
kubhee itna nā tha

is ka sukub kya?

hur hur ruckum jōda
jōda bāyan kuro
hār, ub jā'ie
yih kupra fee guz kitna?

ek rōpy ka mewā mun-
gao
rōpy ke kitne am?

ōs ghore ka mol kya hy?

yih ōskee cheemut se
ziyadā hy
nihayut nām mol kya hy?
yih buhōt ziyadā hy

myn itna de nuheen sukta
myn tōmhen sirf iska
adha doonga
myn adh-ser chhoṭee
muchhee chahta hoon,
owr ser bhur buree
muchhee.

AT DINNER.

Is dinner on the table?
Put the soup near me
A clean plate, knife, fork,
spoon, salt, mustard,
vinegar, pepper

khana mez pur aya?
shorba mere pas rukho
ek saf rikabee, chhōree,
kanta, chumchā, nu-
muk, rāee, sirkā, mi-
rch

A hot water plate
Some bread, potatoes,
greens, cabbage, tur-
nips, carrots, cucum-
bers

What do you call that vegetable?

I want beef (*literally*,
cow's flesh)

Bring mutton, pork, veal,
venison

Give me fish, fowl, wild-
fowl, hare, partridge,
duck, turkey, ham

Give me some curry
Bring the rice

Bring some wine and wa-
ter

Is there any mango fish?

Bring me some mango
fish

Are the beefsteaks ready?

Make a devil of the kidney
Bring me some pilau

This meat is overdone

Tell the cook to beware of
this circumstance in fu-
ture

What fruits are in season
(ripe) just now?

Bring me a custard-apple,
plantain, pine-apple, &c.

gurm panee ka basun
kōchh rottee, aloo, sag,
kurmkulla, thulghum,
gajur, kheere

ōs turk areeko kya
kuhte ho?

gae ka gosht chahta hoon

bher ka gosht, soo-ur ka
gosht, buchhre ka gosht,
hirun ka gosht lao

muchhlee, mōrgh, jun-
gulee mōrgh khurgosh,
teetur, mōrghabee, feel-
mōrgh, ian, hum ko do

thora sa salun do
khōshkā lao

kōchh shurab panee lao

koe tupsee muchhlee hy?

thoree-see tupseemuchh-
lee mere waste lao

gae ke gosht kee phanken
ty-yar hyn?

gōrde kee guzūk bunao
thora-sa pōlao lao

yih gosht ziyadā puka hy
hawurchee se kuho ki age
is bat se hoshyar ruher

kown kown p-hul is wuckt
pukka hyn?

ek shureefā kela, ununnas
wāghyā lao

RETIRING TO REST.

Is my bed ready?

Brush the mosquito cur-
tains well, that no mus-
quito may remain

I am unwell, do not awake
me early

Wake me very early in the
morning

Send the dog-keeper to
me at daybreak

I intend to hunt the
jackal

mera bichhowna ty-yar
hy?

musuhree khoob jharo, jo
muchchhur nā ruhe

myn beemar hoon, mōjhe
sāwere mut jugao

hum ko buree fuṛ jagao

kōṭte-wale ko noor ke

turke mere pas bhejo

mere iradā geedur ke
shikar ka hy

J. T. MORTON,

Provision Merchant and Export Oilman,

104, LEADENHALL STREET, LONDON,

(NEARLY OPPOSITE BILLITER STREET).

New Sardines.		per doz.
		s. d.
New Sardines	$\frac{1}{2}$ tins	4 11 $\frac{1}{2}$
"	$\frac{1}{2}$ tins	7 11 $\frac{1}{2}$
Preserved Salmon.		per lb.
Salmon	in 2 lb. tins	1 0
Ditto	1 lb. "	1 2

Preserved Oysters
Of very superior quality and of large size, preserved with the Pipe.

Oysters	per $\frac{1}{2}$ pint tin	0 10 $\frac{1}{2}$
"	per pint tin	1 6

French Preserved Vegetables.		
Tomatoes	$\frac{1}{2}$ pints, per doz.	5 6
Mushrooms	per $\frac{1}{2}$ lb. tin	0 6 $\frac{1}{2}$
Green Peas	" 1 lb. "	0 9
Petits Pois	" 1 lb. "	0 11 $\frac{1}{2}$
Haricots Verts	" 1 lb. "	0 11 $\frac{1}{2}$
Asparagus	per $\frac{1}{2}$ case	1 11

Preserved Potatoes.		per cwt.
Edwards' Preserved Potatoes		29 9

Salad Oil.		per doz.
Salad Oil	$\frac{1}{2}$ pints	6 3
"	pints	9 3

Oatmeal, &c.		per cwt.
Oatmeal, Fine Scotch		18 3
Ditto, Round ditto		17 9
Pearl Barley		19 3

**. Particular attention paid both to the selection and packing of Hams, Cheese, &c., for export.*

Hams, Cheese, &c.		per cwt.
York Hams	95s. 0d. to	110 0
Prime Streaked Bacon		86 0
Bath Chaps		76 0
Berkeley Loaf Cheese		74 0
Pine Cheese		88 0
Stilton Cheese		118 0
Albert Cheese		90 0

Hermetically Sealed Bacon, Hams, &c.		per lb.
Preserved Bacon	in 4 lb. tins	1 1
Preserved Hams	(whole)	1 3
Preserved Ox Tongues	each	3 0

Preserved Cheese.		per lb.
Preserved Loaf Cheese		1 0
Preserved Pine Cheese		1 0

Bottled Fruits.		per doz.
		s. d.
Black Currants	Assorted	8 9
Greengages	"	
Cherries	"	
Red Currants	"	
Gooseberries, &c.	"	

Jams and Jellies.		per doz.
<i>In Export Stone Jars.</i>		
Black Currant Jam		1 lbs. 10 3
Raspberry ditto		
Strawberry ditto		
Black Currant Jelly		1 lbs. 12 0
Red Currant Jelly		

Lozenges, Comfits, &c.		per doz.
Peppermint Lozenges		$\frac{1}{2}$ lbs. 7 6 lbs. 12 6
Ginger ditto		
Scotch Mixture		
Sugared Almonds, &c.		

Pickles.		per doz.
Mixed Pickles		pints 5 11 quarts 9 3
Gherkins		
Onions, &c.		

Sauces.		per doz.
Essence of Anchovies		$\frac{1}{2}$ pints 5 6 pints 8 3
Reading Sauce		
Harvey ditto		
Worcestershire ditto, &c.		
Mushroom Catsup, &c.		

Vinegar.		per doz.
Table Vinegar	quarts	6 6
Raspberry Vinegar	$\frac{1}{2}$ pints	6 9

Potted Meats.		
<i>For Breakfasts, Luncheons, Sandwiches, &c.</i>		
Potted Beef		per doz. tins. 6 6
" Ham		
" Lobster		
" Tongue, &c.		

Essence of Beef.		$\frac{1}{2}$ pint.
Essence of Beef		0 6

Preserved Soups and Broths.		per lb.
Soup and Bouilli	in 6 lbs.	0 4
" " Turtle Soup	in 2 lbs.	0 6
Ox-tail Soup		0 9
Julienne Soup		
Hare Soup		
Hotch Potch, &c.		

TOULMIN & GALE,

MANUFACTURERS TO HER MAJESTY'S



GOVERNMENT OFFICES,
BANK OF ENGLAND, &c., &c.

PATENT SLOPE DESPATCH AND WRITING CASE,
With Three Openings.

PATENT SLOPE DESPATCH AND WRITING CASE,
With Dressing Case.

DESPATCH BOXES FOR OFFICIAL AND GOVERNMENT USE.
PORTABLE TRAVELLING DESK & WRITING CASE.
PATENT SOLID LEATHER COMMERCIAL WRITING CASE.

LADIES' TOILET CASES,
Plain, or with Gold Mounts.

PATENT WIDE OPENING TRAVELLING BAGS,
Fitted with Dressing Case.

GENTLEMEN'S TRAVELLING BAGS, WITHOUT FITTINGS.
LADIES' TRAVELLING BAGS, WITH WRITING AND DRESSING CASE.
LADIES' DRESSING CASES, FITTED ELEGANT.

PATENT SOLID LEATHER GENTLEMEN'S DRESSING CASE.

TOULMIN & GALE,
SISE LANE, AND BUCKLERSBURY, LONDON.

**MILITARY AND CIVILIAN GENTLEMEN,
PROCEEDING TO INDIA.**

EASY BOOTS AND SHOES, SUITED FOR THE CLIMATE.

**J. CHAPPELL,
BOOT MAKER, AND PROFESSOR OF FITTING,
388, STRAND,**

Respectfully invites the attention of Gentlemen about to leave for India to his method of measuring the Feet, by which accurate proportions are correctly obtained and registered, and

**A Perfect Fit Guaranteed, at First Trial,
UNPRECEDENTED FOR COMFORT.**

Those parties on whom other Boot Makers have unsuccessfully practised are specially solicited.

A large supply of the above Goods, to meet the requirements of the Indian and Colonial Travellers, always ready. Great Care in Packing and Shipping.

ESTABLISHED 1825.

LADIES, FAMILIES, & CHILDREN'S BOOTS & SHOES.

A LARGE SHOW ROOM

Has been added exclusively for this branch of the Business, furnished with **FIRST CLASS GOODS**, and where an extensive Stock is kept ready for the convenience of immediate wants, suitable for all Tropical and other Climates.

**388, STRAND,
CORNER OF SOUTHAMPTON STREET.)**

INDIAN SUN!

ALL TRAVELLERS TO INDIA SHOULD PREPARE THEMSELVES WITH

SANGSTERS'

VERY LIGHT UMBRELLAS AS SUN SHADES!

Adapted for, and specially prepared by the manufacturers for averting the sun. Large supply always ready for shipping. May also be had

SANGSTERS'

SILK AND ALPACA UMBRELLAS.

ON FOX'S PARAGON FRAMES.

"IT is impossible to enumerate all the little contrivances that have helped to bring about increased longevity—such, for example, as the Umbrella, which was so much ridiculed on its first introduction, and is now such a universal friend."—*Vide Times, Jan. 11, 1856.*

The continued rise in silk has rendered the use of **Alpaca** for **Umbrellas** completely indispensable, and the manufacturers at **Bradford** are producing it in quality so nearly approaching silk that it can scarcely be distinguished from it, whilst its superiority in point of wear is well known.

From the experience of the last few years, W. and J. SANGSTER are so convinced of the superiority of the Paragon Frames, that they continue to repair, if necessary, without any charge, all that may be purchased at any of their establishments, viz.:—

140, Regent Street, | 10, Royal Exchange,
94, Fleet Street, | 75, Cheapside.

SHIPPERS SUPPLIED.

[66-Lo.



INDIA & ALL WARM CLIMATES.

COMFORT TO THE FEET

The PANNUS CORIUM BOOTS and SHOES

ARE EXTREMELY SOFT AND EASY,

Yielding to the Action of the Feet without the least pressure or painful effect, a valuable relief to all who suffer from Corns, Bunions, Gout, Chilblains, or any Tenderness; and admirably adapted for

INDIA AND ALL TROPICAL CLIMATES.

The Pannus Corium Sold by the Yard or Piece.—A BOOT OR SHOE SENT WILL INSURE A FIT.

HALL & Co., PATENTEES,

2, WELLINGTON STREET, STRAND, leading to Waterloo Bridge, LONDON.

[65 Lo.



BILLIARD TABLES.

CAUTION!

THURSTON & CO.,

Catherine Street, Strand, London, (W.C.)

ESTABLISHED 1814.

THE superiority of Messrs. THURSTON and Co.'s BILLIARD TABLES is too well known to need comment.

At the same time their celebrity having called forth spurious imitations, advertised by men professing to have left their Establishment, Messrs. T. & Co. beg to CAUTION their Friends, and Officers of Regiments in particular, against such articles, advertised at a price at which it is impossible to make them either in quality or material suitable for the climate of India, where none other than the THURSTON TABLE is appreciated.

Having had the honour for so many years to supply most of the Native Regiments in India, as well as Her Majesty's Regiments in all parts of the world, they have received numerous very flattering testimonials, and are encouraged to hope for a continuance of that patronage which has been so liberally bestowed upon them.

As a proof of the superiority of Messrs. T. and Co.'s Tables over those made of the enamelled slate, they may just state that the Table at Osborne has been superseded by one made by command of Her Majesty by Messrs. T. & Co.; and also that they have instructions from the Duke of Wellington to put in complete order the Table at Strathfieldsaye, to effect which they are obliged to alter and restuff the cushions, and to put new slate tops, &c.

CLOTHS

Of the finest texture made expressly for Messrs. T. & Co. by the first house in the trade.

BALLS

Of superior and well-seasoned Ivory, turned on the truest mechanical principles.

THE SLATE TOPS

Are direct from the Bangor Quarry, and Manufactured on the Premises.

Messrs. T. & Co. are the Inventors and Manufacturers of the

CENTRAL REVOLVING LAMP,

So well known, and so highly approved of in all parts of the world.

U

[134-Lo.

The following Articles Manufactured expressly for India, by

THRESHER & GLENNY, EAST INDIA AND GENERAL OUTFITTERS,

CAN ONLY BE PROCURED AT THEIR ESTABLISHMENT,

NEXT DOOR TO SOMERSET HOUSE, STRAND, LONDON.

THRESHER'S INDIA GAUZE WAISTCOATS.
THRESHER'S KASHMIR FLANNEL SHIRTS.
THRESHER'S MILITARY SHIRTS.
THRESHER'S INDIA TWEED SUITS.
THRESHER'S OVERLAND TRUNK.
THRESHER'S CABIN BAG for STEAMERS.

N.B.—Lists of Prices, and detailed particulars of the necessary Outfit, for every purpose and appointment in India, may be had on application.

[135-Lo.]

INDIA AND CHINA OUTFITS.

Military Officers and Civilians proceeding Overland or Long Sea to India and China, or other Foreign Settlements, are very respectfully informed that they can be supplied with COMPLETE OUTFITS at moderate charges and with all possible dispatch at

G. BRADSHAW'S,
77, CHEAPSIDE, LONDON.

India Gauze Under Shirts, strongly recommended.

India Long Cloth Day Shirts, Cut upon Scientific Principles, with Superior Work.

Linen Collars, in all the Newest Styles.

Plain and Fancy Coloured Flannel Shirts, in great variety.

Alpacas, Tweeds, White Jean Suits, &c.,—all best materials.

*OVERLAND REGULATION TRUNKS, CABIN BAGS,
 CAMP FURNITURE, &c. &c.*

 The greatest care and attention in Packing and Shipping. [22-LO.]

MUSLIN EMBROIDERY AND BRAIDING.

LADIES pursuing the pleasant occupation of Muslin Embroidery, Braiding, &c., will find it greatly to their advantage to procure their designs from

MRS. WILCOCKSON,

44, GOODGE STREET, TOTTENHAM COURT ROAD, LONDON,

Where they may depend on the newest and most beautiful designs, in Collars, Sleeves, Habit Shirts, Petticoats, Ladies' and Children's Jackets, Capes, &c.; Children's Frocks, Pelisses, Long Robes, &c.; Bread-cloths, Cheese-cloths, D'Oyleys, Anti-Macassars, Pin-cushions, Watch Pockets, Pen-wipers, Lamp Stands, Cushions, Slippers, Smoking Caps, Sachets, and every other article to which this beautiful art can be applied, on the best quality materials, suitable for each article.

A List of Prices free by Post. No extra charge for copying designs.

MRS. WILCOCKSON'S
EMBROIDERY AND BRAIDING DESIGNER,
 BERLIN, BEAD, AND GENERAL FANCY REPOSITORY,
44, GOODGE STREET, TOTTENHAM COURT ROAD,
LONDON.

**THRESHER AND GLENNY,
EAST INDIA & GENERAL OUTFITTERS,
MANUFACTURE THE FOLLOWING ARTICLES EXPRESSLY FOR INDIA,
WHICH CAN ONLY BE PROCURED AT
THEIR ESTABLISHMENT,
NEXT DOOR TO SOMERSET HOUSE, STRAND.**

THRESHER'S KASHMIR FLANNEL SHIRTS,

Made from Silk and Wool, are of a much lighter texture than the Ordinary Flannels, and particularly adapted for warm climates.

THRESHER'S MILITARY SHIRTS, :

Cut expressly for uniform, and made up quite plain, consequently fit better, and are more comfortable than any other make of Shirts.

THRESHER'S INDIA GAUZE WAISTCOATS.

These most essential articles for India wear are lighter and softer than any other texture, and perfectly free from every irritating or disagreeable quality.

THRESHER'S INDIA TWEED,

Manufactured entirely from Wool of various mixed colours, for Morning Coats and Trousers—very light, strong, and elastic, and especially suited for India and other warm climates.

THRESHER'S COLOURED FLANNEL SHIRTS.

These Shirts, so invariably approved of, were introduced by Thresher and Glenny, as long since as 1833, and from that period have been supplied by them in all colours and varieties.

THRESHER'S REGULATION OVERLAND TRUNK,

Manufactured by direction of the Egyptian Transit Administration, especially for the Overland Route to India, and recommended by Firman of His Highness the Pasha of Egypt.

THRESHER'S REGISTERED CABIN BAG,

Manufactured by authority of the Peninsular and Oriental Company, for the Cabins of their Steamers, and particularly adapted for Continental Travelling, and for use in India.

N.B.—Lists of Prices, and detailed particulars of the requisite Outfit for India, may be had on application to

**THRESHER and GLENNY, OUTFITTERS (next door to Somerset
House), STRAND, LONDON. [5-Lo.**

Firman of His Highness the Pasha of Egypt, dated, Land of Egypt, Regeb, 1267, May, 1851.

[TRANSLATION.]

"We, the undersigned, KHAIR ED DEEN PASHA, Director in Chief of the Transit Administration throughout Egypt, by order of His Highness ABBAS PASHA, Viceroy of Egypt, hereby declare that the

TRUNKS made by Messrs. THRESHER and GLENNY,
Of 152, STRAND, LONDON,

Are the Trunks best adapted for the Overland Journey through Egypt of Travellers going to or returning from the East Indies. We moreover recommend all those whose intention it is to travel by this route to provide themselves with the Trunks in question, which are most convenient for their small size, lightness, and durability. They are most adapted for easy and safe conveyance across the Desert between Suez and Cairo, and for this cause are of greater security than any other Trunks.

"Under Seal and Signature of KHAIR ED DEEN PASHA, Director in Chief of the Transit Administration throughout Egypt."

[131-Lo.]

INDIA RUBBER ACCUMULATORS (or springs) of any power or length.

R. E. HODGES,
PATENTEE,



44, Southampton Row,
Russell Sq., London.

A B C, and other Door Springs, from 1s. each. Arbalests, Archery Bows, and other Projectors.

[17-Lo.]

W. H. CHILD,
WHOLESALE AND EXPORT BRUSH MANUFACTURER,
21, Providence Row, Finsbury, London,

Manufacturer of the Friction Hair Brush, for stimulating the skin of the head, and preventing Baldness, and the Vegetable Tooth Brush, made expressly for India, from the Cocoa and Aloe Fibre, also Child's Flexible Horse Brushes, made so as to bend into all the curves of the horse.

[43-Lo.]

J. LEADBEATER AND CO.'S

STRONG Wrought Iron Fire Proof and Thief Proof Safes, Doors, and Boxes, for Strong Rooms, Plate Closets, Party Walls, &c., of the best make, and possessing all the recent improvements. CASH AND DEED BOXES. PATENT RECEDING TUMBLER LOCKS and LATCHES for all purposes.—MANUFACTORY, 125, ALDERSGATE STREET, LONDON. [46 Lo.]



RENOWNED FOR COMFORT, FIT, AND DURABILITY,

CAN BE HAD OF THE MAKERS ONLY,

Whitelock and Son,
166, STRAND

(OPPOSITE THE CHURCH, NEAR SOMERSET HOUSE),

ALSO EXCLUSIVE MAKERS OF

WHITELOCK'S TROPICAL SHIRTS (SILK AND WOOL), 12s. 6d. EACH;

WHITELOCK'S ANGLO-INDIAN SUITS, 40s.;

WHITELOCK'S NEW TROUSER-SHAPED DRAWERS (IN COTTON, MERINO, AND LAMB'S WOOL), 6s. 6d., 8s. 6d., AND 10s. 6d.

INDIA OUTFITS

OF FIRST-RATE MATERIALS, AT WHOLESALE PRICES, FURNISHED WITH DESPATCH.

Detailed Price List, and every information forwarded by Post.

OFFICERS AND GENTLEMEN PROCEEDING TO
INDIA AND THE COLONIES,
 DESIROUS OF COMBINING EXCELLENCE WITH ECONOMY,

ARE RECOMMENDED TO

WHITELOCK AND SON,
166, STRAND, LONDON,

OPPOSITE THE CHURCH, NEAR SOMERSET HOUSE.

India Outfits, on the Shortest Notice.

ROBERT SHAW,

100,

OXFORD STREET,

FOR

FIT, WORK,

AND

FABRICS,

UNEQUALLED.



ESTABLISHED 1777.

Directions for Self-Measurement sent Free.

[15-Lo.]

GEORGE HEIRON,

MILITARY OUTFITTER AND UNIFORM MAKER,

132, LEADENHALL STREET,

DIRECTLY OPPOSITE THE INDIA HOUSE.

Officers or Civilians proceeding to India are respectfully invited to the Military and General Outfitting Establishment of George Heiron, where every article is warranted, and charged full 20 per cent. lower than any other house.

N.B.—Officers forwarding their orders to G. H. may depend upon having every article strictly correct as to regulation. Detailed lists on application.

[44-Lo.]

BALL & NASH,

MILITARY TAILORS AND OUTFITTERS,

42, Conduit Street, Bond Street.

CAVALRY AND INFANTRY UNIFORMS,

In exact conformity in every particular with the New Regulation.

[25-Lc]

**W. REID'S****SANS-PLIS SHIRTS,**

ARE the best suited for India, being without the superfluous material. They are celebrated for excellence of fit, durability, and comfort. Self measurement in inches round the **NECK,—CHEST,—WAIST,—**and **WRIST—LENGTH OF SLEEVE FROM CENTRE OF BACK TO KNUCKLE.**

EVERY ARTICLE REQUISITE FOR INDIA OUTFITS,

ESPECIALLY

INDIA GAUZE VESTS,

Silk and Wool-Flannel Shirts. Pyjamas of Silk and Wool-Flannel, or Muslin.

CIRCASSIAN GAUZE, THREAD, OR BALBRIGGAN HOSIERY.

AT

WILLIAM REID'S OUTFITTING ESTABLISHMENT,**51, CONDUIT STREET, REGENT STREET.**

Patronised by Her Majesty the Queen, the Governor General of India, and the Governor of Bombay.

NOTICE.—LONSDALE'S HOSIERY WAREHOUSE removed from 179, Regent Street, to 51, Conduit Street. [105-Lo.]

WHOLESALE

MILLINERY ESTABLISHMENT,**92, REGENT STREET,**

AND

**26, AND 27, BURLINGTON ARCADE,
LONDON.****MADAME PARSONS**

Has the honour to announce that her Beautiful and Extensive Stock of the choicest

PARISIAN MILLINERY

is now complete, and that she is prepared to execute

SHIPPING & FOREIGN ORDERS GENERALLY, TO ANY EXTENT,
with the greatest care and dispatch, at the lowest possible terms for Cash. [27-Lo.]

LADIES RESIDING IN THE INDIES, TRAVELLING, or otherwise exposed to changes of CLIMATE, will find ROWLANDS' KALYDOR,

A most refreshing preparation for the Complexion, dispelling the cloud of langour and relaxation, allaying all heat and irritability, and immediately affording the pleasing sensation attending restored elasticity and healthful state of the Skin. Balmy, odoriferous, creamy, and perfectly free from all mineral admixture, it is distinguished for its extremely bland and soothing effects upon the skin; while by its action on the pores and minute secretory vessels, it effectually dissipates all redness, tan, pimples, spots, freckles, discolorations, and other cutaneous visitations. The radiant bloom it imparts to the cheek, and the softness and delicacy which it induces of the hands and arms, render it indispensable to every Toilet.

Price, 4s. 6d. and 8s. 6d. per bottle.

ROWLANDS' MACASSAR OIL

Is now universally known as the only article that can be depended upon for the GROWTH, RESTORATION, and for

IMPROVING AND BEAUTIFYING THE HUMAN HAIR,

Proved beyond question by its successful results for MORE than HALF A CENTURY past, and when every other specific has failed.

Price, 3s. 6d.; 7s.; Family Bottles (equal to four small) 10s. 6d.; and double that size, 21s.

ROWLANDS' ODONTO

OR PEARL DENTIFRICE,

Compounded of the choicest and most recherché ingredients of the ORIENTAL HERBAL, and of inestimable value in PRESERVING and BEAUTIFYING the TEETH, imparting to them a Pearl-like whiteness, Strengthening the Gums, and in rendering the Breath Sweet and Pure. Price, 2s. 9d. per box.

CAUTION.—The word "ROWLANDS'" precedes the name of the article on the Wrapper or Label of each. All others are "SPURIOUS IMITATIONS."

Sold by A. ROWLAND & Son, 20, Hatton Garden, London,
AND BY CHEMISTS AND PERFUMERS. [37-Lo.]

JEAN MARIE FARINA,

23, RHEIN STRASSE, COLOGNE,

2, Salter's Hall Court, and 16, St. Swithin's Lane, Cannon Street, City,
LONDON.

LIST OF PRICES IN BOND.

	s.	d.	
Eau de Cologne, single.....	5	6	per doz.
Ditto, double	9	0	"
Extrait d' Eau de Cologne	24	0	"
Lavender Water, single	5	6	"
Ditto, premiere qual. ...	9	0	"
Extrait de Portugal de Limette de			
Citron de Cedrat d'Orange and	6	0	"
de Bergamote			
Extrait de Rose.....	12	0	"
Toilet Vinegar	6	0	"

PRICES DUTY PAID.

Eau de Cologne, double	21	0	"
Extrait d'Eau de Cologne	40	0	"
Lavender Water	21	0	"

In Wicker Bottles of 4, 6, 8, 12, and 24 ounces.

STOCK OF WINES IN BOND.

	s.	d.	
Sparkling Hock.....	26	0	per doz. quarts
Do. do.	15	0	" pints
Do. Moselle.....	27	0	" quarts
Do. do.	15	6	" pints
Still Hock Rüdesheimer	24	0	" quarts
Johannisberger.....	46	0	" "
Champagne	26	0	" "
Do.	15	0	" pints
Sparkling Burgundy	27	0	" quarts
Claret Medoc.....	16	0	" "
Do. Margeaux	28	0	" "

Duty and Clearing on one dozen quarts or two
dozen pints, 14s.

[120-Lo.]

**SHERWOOD AND VERNEZ,
EXPORT
PROVISION MERCHANTS,
36, LUDGATE HILL, LONDON (E.C).**

**MERCHANTS, CAPTAINS, AND SHIPPERS
ARE INVITED TO INSPECT**

**SHERWOOD & VERNEZ'S
STOCK OF PROVISIONS,**

Selected and Cured expressly for India,

CONSISTING OF

CHEESE, BACON, HAMS, TONGUES, &c.

From S. & V.'s extensive connection with the Indian Trade, together with their thorough knowledge of Goods suitable for the Climate, they feel assured they can offer facilities to Shippers and others, equal to any House in London.

**GOODS CAREFULLY PACKED FOR THE
OVERLAND ROUTE, or Via THE CAPE.**

Extract from the LANCET, *February 4th*, 1854, and from DR. HASSALL's recent work on **FOOD AND ITS ADULTERATIONS**:—

"The Samples of MESSRS. CROSSE & BLACKWELL were entirely free from **COPPER**."



CROSSE AND BLACKWELL,

Purveyors in Ordinary to Her Majesty,

In soliciting attention to the above extract, beg to state that in order to effectually remove the objections formerly existing against the consumption of

PICKLES, BOTTLED FRUITS, PRESERVES, &c.,

they have, at a very considerable expense, entirely re-fitted their Factory, in such a manner as to ensure the fullest obtainable extent of purity in their various preparations.

Their Pickles and other manufactures requiring the application of heat, (with the exception of a few articles which being of a delicate nature demand a more peculiar care), are now prepared in vessels thickly coated with **Patent Glass Enamel**. For the most delicate preparations a *Silver Pan* has been fitted up, but this metal is not available for any article containing either Salts or Acids; for which the Enamelled Vessels are found preferable.

The Pickles and such of the Tart Fruits as were formerly of a brilliant green, will now be found of a perfectly *natural colour*, and although perhaps less attractive in appearance, decidedly more wholesome and better flavoured.

C. & B. respectfully invite attention to the following, all of which are of the very highest quality.

PICKLES of various kinds; prepared in pure malt vinegar.

BOTTLED FRUITS, FOR TARTS AND PUDDINGS; preserved in their natural state.

JELLIES of unequalled brilliancy and purity; consisting of Calf's Foot, Orange, Lemon, Noyeau, Punch, Madeira, &c. In pint and quart bottles, for the convenience of Families.

ROYAL TABLE SAUCE; of a warm and delicious flavour, peculiarly adapted for cold meats, and greatly improving hashes, stews, and made dishes.

ESSENCE OF ANCHOVIES; produced solely from the **REAL GORGONA ANCHOVIES**, and superior to all other preparations sold under the same name.

ESSENCE OF SHRIMPS; manufactured on the sea coast where the Shrimps are caught. This Sauce, being milder in flavour than the Essence of Anchovies, is preferred by many epicures.

THE CELEBRATED SOHO SAUCE; for Game, Venison, &c.

CURRY SAUCE; one of the most exquisite Sauces ever introduced for Hashes, Stews, &c., and imparting a highly desirable relish to cold meats.

SIR ROBERT PEEL'S SAUCE; for general purposes, manufactured by J. CARSTAIRS, Edinburgh. Each bottle bears a fac-simile of the late Right Honourable Baronet's letter of approval.

ANCHOVY PASTE, BLOATER PASTE, STRASBOURG and other **POTTED MEATS**; for the Breakfast and Luncheon Table.

ORANGE MARMALADE, JAMS, AND JELLIES; perfectly pure, and prepared by a process which effectually retains the fine aroma of the Fruit.

Of Marmalade the Lancet of *22nd January*, 1853, remarks, "6th Sample, purchased of CROSSE and BLACKWELL, 21, Soho Square. Ash of a yellow color: does *not* contain COPPER."

C. & B. are also Wholesale Agents for M. SOYER'S SAUCES, RELISH, and AROMATIC MUSTARD, all of which the Lancet declares to be pure: and for Barrie and Co.'s Curry and Mulligatawny Pastes and Chattnys, which are shipped direct from Madras.

The above, together with all their other Condiments and delicacies, may be obtained of most respectable Sauce Vendors in the United Kingdom, and the principal Stores in India, America, and the Colonies: and wholesale of

CROSSE AND BLACKWELL,

**BY SPECIAL APPOINTMENT, PURVEYORS TO THE QUEEN,
21, SOHO SQUARE, LONDON.**

CHOLLET & CO.'S PATENT FRENCH POTATOES, DRIED AND COMPRESSED VEGETABLES,

(15 Prize Medals of different Exhibitions since 1842),

Green Peas, French Beans, Brussels Sprouts, Asparagus,
Artichokes, Cauliflower, Mushrooms,
AND ALL OTHER KINDS OF VEGETABLES.

JULIENNE,

FOR SOUPS, AS USED IN ALL THE PRINCIPAL HOTELS IN PARIS, & OUR
COMPRESSED APPLES,

(BEST NORMANDY), PARTICULARLY RECOMMENDED FOR INDIA.

123, FENCHURCH STREET, LONDON.

[51-Lo.

MASHED POTATOES IN TEN MINUTES IN ANY
PART OF THE WORLD.

PATENT PRESERVED POTATO,
(EDWARDS & CO.'S PATENTS),

F. KING & SON, late EDWARDS & CO.,

SOLE MANUFACTURERS.

Seventeen years' test in all parts of the world has proved that this economical and pure Vegetable keeps good in all Climates, and is a preventive of Scurvy from the use of Salt Provisions. It is cooked in TEN MINUTES, producing a dish of Mashed Potatoes at less than a halfpenny per ration of half a pound, and does not occupy one sixth the space of other potatoes.

It was supplied by H. M. Government to the Army at the Cape, and more recently in the Crimea, where its appreciation is shown by an extract from the *Times'* Correspondent's letter, "The Preserved Potatoes were too good to last, but we hear more are coming out." The army engaged in the Persian war was also supplied with this Preserved Potato by the Hon. East India Company.

The Patent Preserved Potato is so low in price that $\frac{1}{2}$ lb. of mashed potato three times a week for a voyage of twenty weeks, costs but 2s. 6d. per man.

Its great success having caused numerous foreign and other imitations to arise, all orders should specify "EDWARDS & CO.'S PATENTS," or an inferior article may be substituted.

Supplied by all Provision Merchants and Store-dealers, in 1 cwt., $\frac{1}{2}$ cwt., and $\frac{1}{4}$ cwt. cases: and Wholesale at

1, BISHOPSGATE STREET, LONDON.

[53-Lo.

THE BRUNSWICK HOTEL

JERMYN STREET, LONDON.

FIRST CLASS ACCOMMODATION
FOR FAMILIES AND GENTLEMEN,
 AT
SECOND CLASS PRICES.

 Proprietor, MR. HUGHES.

[74 Lo.]

THE ORIENTAL HOTEL,

VERE STREET, CAVENDISH SQUARE,

For Families and Gentlemen, is one of the most desirable situations in London, and is unrivalled for comfort and attention. [104-Lo.]

DRAPER'S PRIVATE HOTEL,

SACKVILLE STREET, PICCADILLY.

ALL the advantages and enjoyments of a Family Mansion are to be found at this commodious Establishment; at the same time the scale of charges is fixed, and on very moderate terms. The arrangements are under the immediate direction of the proprietress, Mrs. DRAPER, who has spared no expense with a view to the comfort of Families and Gentlemen who may honour the Establishment with their patronage.

[122-Lo.]

JOHN MC CALL & CO.,

PRESERVED PROVISION MANUFACTURERS.

COLD MEATS, SOUPS, FISH, GAME, &c., FOR BREAKFASTS
 AND LUNCHEONS, IN TINS OF ANY SIZE.

137, HOUNDSDITCH, LONDON.

[54 Lo.]

ALLSOPP'S

EAST INDIA PALE ALE,

Bottled Expressly for Exportation by

FREDERICK FRIEND AND CO.,

2, Abchurch Lane, London.

AGENTS :

Messrs. Gladstone, Wyllie and Co., Calcutta and Rangoon.

„ Cardwell, Parsons and Co., Bombay,

„ Bainbridge and Co., Madras.

„ Mc. Ivor and Co., Kurrachee.

„ George Armstrong and Co., Singapore.

„ Morgan, Melbourne, and Co., Batavia.

CHINA.—Messrs. Blenkin, Rawson, and Co.

Professor Liebig's opinion of this unrivalled beverage for all climates, appropriately described by the Sanitary Commissioner of *The Lancet* as "Wine of Malt," is thus adduced in a letter addressed to Mr. Henry Allsopp :—

"The specimens of your Pale Ale, sent to me, afforded me another opportunity of confirming its valuable qualities. I am myself an admirer of this beverage, and my own experience enables me to recommend it, in accordance with the opinion of the most eminent English physicians, as a very agreeable and efficient tonic, and as a general beverage both for the invalid and the robust."

"JUSTUS LIEBIG."

"Giessen, May 6th, 1852."

[127-Ja

F. W. BROWNE & CO.,

WINE, BEER, SPIRIT, AND TEA MERCHANTS,

Purveyors by Appointment to His Excellency The Commander-in-Chief, and His Honour
the Lieutenant-Governor of Bengal.

Nos. 8 and 9, OLD COURT HOUSE STREET, CALCUTTA, and 17, GRACECHURCH STREET,
LONDON. [35-Lo.

BATTY & COMPANY, Oil, Italian, Pickle, Sauce, Bottled Fruit, and Condi-
ment Warehouse, 15 and 16, Pavement, Finsbury Square, London.

The Prize Medal of the Great Exhibition was awarded to Batty and Company, for the superiority of
their Pickles, Sauces, &c.; also *mention honorable*, Paris Exhibition, 1855.

[85-Lo.

THE BEST FOOD FOR CHILDREN, INVALIDS, AND OTHERS.

ROBINSON'S PATENT BARLEY,

FOR making superior **BARLEY WATER**, in Fifteen Minutes, has not only
obtained the patronage of Her Majesty and the Royal Family, but has become of general use to
every class of the community, and is acknowledged to stand unrivalled as an eminently pure, nutritious,
and light Food for Infants and Invalids; much approved for making a delicious Custard Pudding, and
excellent for thickening Broths or Soups.

ROBINSON'S PATENT GROATS,

For more than thirty years, have been held in constant and increasing public estimation as the purest
farinæ of the oat, and as the best and most valuable preparation for making a pure and delicate
GRUEL, which forms a light and nutritious supper for the aged; is a popular recipe for colds and
influenza; is of general use in the sick chamber; and, alternately with the Patent Barley, is an
excellent food for Infants and Children.

PREPARED ONLY BY THE PATENTEES,

ROBINSON, BELLVILLE, & Co.,

PURVEYORS TO THE QUEEN,

64, RED LION STREET, HOLBORN, LONDON.

[108 Lo.

Important to all persons going to India or the Colonies.

The only way to secure comfort on the voyage is to have your Cabins fitted with

**JOSEPH BROWN'S
PATENT
ANTI-SEA-SICK SOFA BEDS,
WHICH COUNTERACT THE MOTION IN ALL WEATHERS.**

Almost all the Captains from the Port of London have seen the great utility of Joseph Brown's Patent Beds, and all have acknowledged them to be a complete preventive against Sea Sickness, and all the disagreeable sensations attendant on the motion of the Ship.

TO BE OBTAINED ONLY AT THE

**Inventor and Patentee's Manufactory and Ware-rooms,
71, CORNER OF LEADENHALL STREET,
CITY OF LONDON,**

**Where they may be seen suitable for all classes, as regards price
and quality; also every description of**

**HOUSE, SHIP, AND PORTABLE CAMP FURNITURE,
BEDS AND BEDDING,**

AT THE MANUFACTURER'S PRICES.

N. B.—Cabins Fitted by Experienced Workmen on the most Reasonable Terms.

CAUTION.

All persons making or vending Joseph Brown's Patent Sofa Beds, Chairs, Tables, or other articles of Furniture, or any part thereof, render themselves liable to an Action in Chancery, for an Infringement of his Patent Right; any person giving information of the same shall receive £10 Reward, to be paid on conviction, by

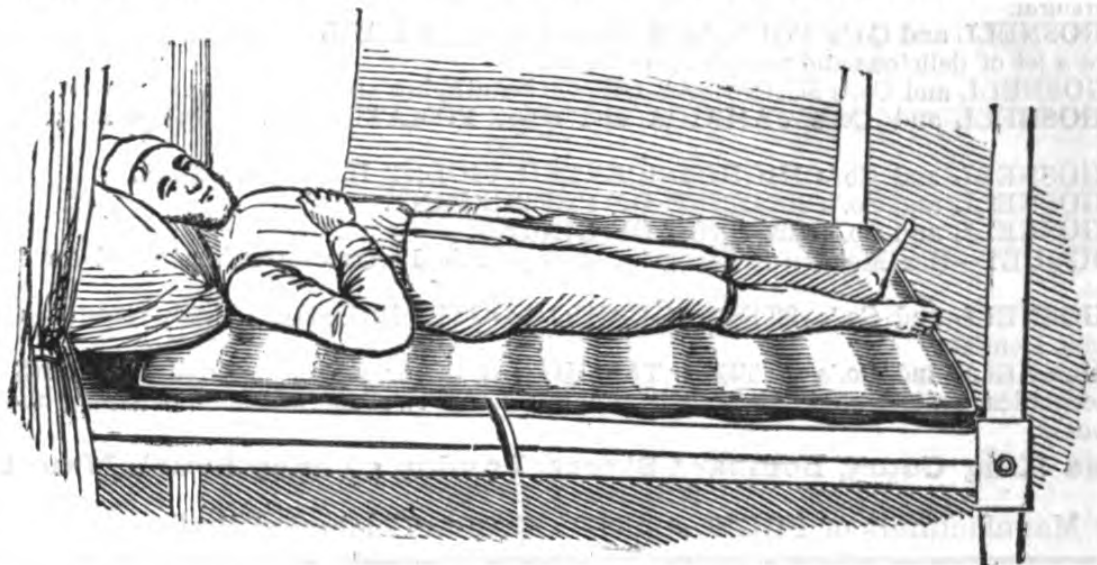
**JOSEPH BROWN, THE SOLE INVENTOR & PATENTEE,
71, CORNER OF LEADENHALL-ST., CITY OF LONDON.**

**7, PALL MALL EAST, & 55, GROSVENOR STREET,
LONDON.**

HOOPER'S PORTABLE WATER MATTRESSES,

OR BEDS AND CUSHIONS FOR GUN-SHOT WOUNDS AND BED SORES,

Whether threatened with sloughing, or in which sloughing has actually taken place. Fractures, diseased joints, ulcerated cartilages, paralysis, spinal affections, lassitude, typhoid and other fevers, gout and rheumatic affections, consumptive and all invalids and bed-ridden patients.



Invalid Mattress or bed for placing on an ordinary bedstead, the dimensions of which should be sent.

For giving ease to any part of the body in cases of gun-shot wounds, bed sores, &c. Any of them are peculiarly applicable for the wounded at the seat of war, or at home. They afford immediate comfort, and which is greater than can be conceived.

Dr. Pereira, in a letter, says:—

"I have in several instances employed Mr. Hooper's Water Cushions and Mattresses. They have in all cases afforded great relief and comfort, and have proved much more convenient and manageable than the original water bed.

"Finsbury Square,
"February 27, 1852."

"JON. PEREIRA, M.D.,
"Physician to the London Hospital."

WATERPROOF SHEETING,

For protecting bedding from *sloughing* sores, incontinence of urine, hæmorrhage, &c.

ALSO,

IMPROVED INVALID AND TRAVELLING URINALS,

Adapted for either sex.

CARRIAGE CUSHION FOR HOT WATER.

Parties travelling will find these Hot-water Cushions most conducive to comfort, and keep the body agreeably and uniformly warm. They are also used as Feet-warmers, and give almost immediate relief in rheumatism, lumbago, pain in the loins, stomach, and bowels.

Orders by Telegraph or otherwise promptly attended to.

HOOPER, SOLE MANUFACTURER,

7, Pall Mall East, and 55, Grosvenor Street, London.

JOHN GOSNELL & Co.

(Formerly PRICE and GOSNELL),

Invite attention to the following fashionable articles of PERFUMERY:—

JOHN GOSNELL & Co.'s ELEGANT TREBLE DISTILLED LAVENDER WATER is particularly adapted for sick or crowded rooms, and is recommended to the admirers of the genuine Lavender Perfume, it being the finest Lavender Flower, distilled to a powerful Essence.

JOHN GOSNELL and Co.'s REAL OLD BROWN WINDSOR SOAP is particularly mild, old, and economical. It corrects every hardness, redness, &c. of the Skin, and makes it soft, white, and even.

JOHN GOSNELL and Co.'s FASHIONABLE PERFUMES, comprising—Victoria Bouquet, Prince Albert's Bouquet, Prince of Wales's Bouquet, Princess's Bouquet, Adelaide Perfume, Royal Sovereign Perfume, Vegetable Essence, Extract of Flowers, New Perfume, Fragrant Perfume, Carnation Bouquet, Eau de Portugal.

JOHN GOSNELL and Co.'s FOUNTAIN PERFUMES, or BALL ROOM COMPANION, emitting on pressure a jet of delicious and refreshing perfume.

JOHN GOSNELL and Co.'s MACASSAR OIL for beautifying and promoting the growth of the Hair.

JOHN GOSNELL and Co.'s JAMAICA and other POMATUMS, admirably adapted for Hot Climates.

JOHN GOSNELL and Co.'s HIGHLY-SCENTED VIOLET HAIR POWDER.

JOHN GOSNELL and Co.'s ESSENCE OF PEPPERMINT.

JOHN GOSNELL and Co.'s ESSENCE OF GINGER.

ESS BOUQUET—Her Majesty's Favourite Jocky-Club Perfume—much admired for its peculiar fragrance.

JOHN GOSNELL and Co.'s STEREODERMIC TOOTH BRUSHES, highly recommended by the most eminent Dentists.

JOHN GOSNELL and Co.'s PATENT TRICHOSARON, or newly-invented HAIR BRUSH, the peculiar mechanical construction of which accomplishes the two operations of cleansing and polishing simultaneously.

12, Three King Court, Lombard Street, London; Fancy Brush Manufactory, 25, Bury Street.

Sole Manufacturers of PRICE and GOSNELL'S Celebrated Perfumery, &c. [82 Lo.

WALTERS' TRAVELLING CONVENIENCE

FOR TRAVELLERS AND INVALIDS.



THIS Instrument is now becoming part of the regular outfit for all Ladies, Gentlemen, and Children travelling by the Overland Route to India. It is made of solid India-Rubber, so that it is not decomposed or acted upon in the slightest degree. There is a valve which prevents the return of the fluid, and it can be worn with perfect comfort, either day or night, without being perceived by the closest observer.

PRICE 15s., 17s. 6d., 20s., 22s. 6d.; Postage, 1s. 6d.

FREDERICK WALTERS,
16, MOORGATE STREET, CITY.

N. B.—Entrance for Ladies, Private Door.

A Female Attendant for Ladies.

AGENT AT PARIS—T. Charrière, 6, Rue de l'Ecole de Medicine.

[121-Lo.

To those who reside or are about to reside in Tropical Climates, the following Preparations are indispensable.

SARSAPARILLA.

BRIDGE'S

ESSENCE OR FLUID EXTRACT OF

RED JAMAICA

SARSAPARILLA

IN PINTS, HALF-PINTS, AND
QUARTER-PINTS.

A Pint Bottle is equal to
Three Gallons of the ordinary
preparations.



"A superior preparation that may
always be relied on."—SIR ASTLEY
COOPER.

"We are in every respect satisfied
with it."—LANCET.

"I recommend Bridge's Sarsaparilla."
—DR. JAMES JOHNSON.

"Latterly, in consequence of much
debility subsequent to Cholera, I have
freely used your preparation myself
with complete benefit and success."—J.
POETT, M.R.C.S.

**BRIDGE'S QUINTESSANCE OF
JAMAICA GINGER AND CAMOMILE,**
A valuable remedy for Flatulency, Indigestion, Cramps, Spasms, &c. No Family
should be without it.

BRIDGE'S AGREEABLE SEIDLITZ POWDERS,

Combined in one bottle, protected by a case, with measure and spoon included.

This Preparation is highly recommended not only as a mild Aperient (when the
maximum dose is taken) but in small quantities as an agreeable effervescing draught to
allay Fever and Thirst.

BRIDGE'S DANDELION COFFEE,

Strongly recommended by the Faculty; in tin canisters.

BRIDGE'S AROMATIC TINCTURE OF QUINOIDINE,

For the prevention of Fever, Intermittent or Remittent, Ague, and other effects of
Malaria. In pints, half-pints, and quarter-pints.

The above Preparations are manufactured only by
Wilkinson, Bridge, and Co., Chemists, &c.,
270, Regent Street, London (W).

AGENTS IN INDIA.—F. W. Browne & Co., Old Court House-street, Calcutta; Treacher & Co., Bombay,
Poona, and Kurrachee; Rogers & Co., Bombay; Oakes & Co., Exchange Hall, Madras; Clarke, Romer,
& Co., Medical Hall; Garvin, Brothers, Apothecaries' Hall, Colombo; Dodsworth & Co., Apothecaries'
Hall, Kandy; C. I. Piers, Point de Galle, Ceylon.

CROSSLEY, HONE & CO.,
CHEMISTS AND DRUGGISTS,
27, BISHOPSGATE STREET WITHIN, LONDON,
 EXPORTERS OF PURE CHEMICALS, DRUGS, AND PHARMACEUTICAL AND
 PHOTOGRAPHIC PREPARATIONS, AND PERFUMERY.

PREPARATION FOR MAKING THE SEIDLITZ-WATER OR IMPROVED
Patent Tasteless SEIDLITZ APERIENT POWDER,

In one bottle, which will keep good in all climates without undergoing chemical change. In high estimation when Indigestion, Heartburn, or Bilious Affections prevail.

CONCENTRATED QUININE WINE,

Justly celebrated for its tonic and restorative qualities. For Nervous Disorders, Weakness of the Stomach, Indigestion, Loss of Appetite, Lowness of Spirits, General Debility, Ague, Tic Douloureux, Nervous Headache, and for all disorders where Bitter Tonics are indicated.

QUINTESSANCE OR JAMAICA GINGER,
*THE STRONGEST PREPARATION THAT HAS EVER BEEN SUBMITTED
 TO THE PUBLIC.*

Jamaica Ginger is the most useful remedy for the relief and cure of Gout, Rheumatism, Nervous Complaints, Flatulence, Spasms, Cramps, &c.

**CONCENTRATED EXTRACT OF TARAXACUM,
 OR DANDELION.**

The preparation now introduced is simply what it professes to be—the expressed juice of the Dandelion. It is portable in its form, always at hand when travelling, saves trouble and expense, and forms an agreeable drink with Coffee. One very great advantage it possesses is, that it completely regulates the Bowels, and is recommended in all Affections of the Liver; it sweetens the blood, without having recourse to Calomel, or any preparations of Mercury, the frequent use of which has proved to be injurious to many constitutions.

EFFERVESCENT CITRATE OF MAGNESIA,

APPROVED BY THE MEDICAL FACULTY,

For Bilious Affections, Indigestions, Gout, Heartburn, Habitual Costiveness, Gravel, and as a Cooling Purgative, and Corrective of the Stomach, Excesses, &c., &c.

DIGESTIVE DINNER PILLS,
COUGH PILLS, FAMILY PILLS, AND LIVER PILLS,

For Bilious Complaints, Obstructions in the Liver, Habitual Costiveness, &c.

They are of great service in Bilious Affections, Jaundice, Sick Headache, and most disorders of the Alimentary Canal.

MANUFACTURERS OF

INDELIBLE MARKING INK,
 WITH OR WITHOUT PREPARATION.

PERFUMERY.—Quinine Dentifrice, Extract of Spring Flowers, Jockey Club Ess, Bouquet Frangipanni, Essence Rondeletia, Genuine Eau de Cologne, Essence Jasmin, Millefleur, Violet, Heliotrope, finest English Lavender Water; Soaps, Combs, Flesh, Tooth, Nail, and Hair Brushes.

MEDICINE CHESTS OF ALL SIZES FITTED EXPRESSLY FOR INDIA.

AGENTS.—Messrs. Grindlay & Co., Bishopsgate, City, London; and Smith, Elder & Co., Cornhill, London.

[32-Lo.

SHOOLBRED AND BRADSHAW, SURGICAL BANDAGE MAKERS,

In returning their thanks for the patronage they have received, beg to inform the Nobility and Gentry that their business is now carried on by Mr. J. BRADSHAW, at their original Establishment,

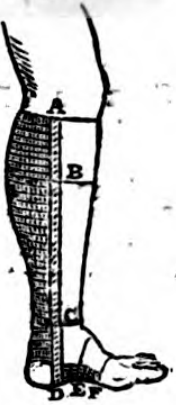
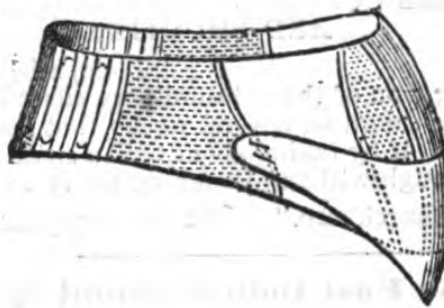
No. 34, JERMYN STREET, LONDON.

J. Bradshaw begs to call particular attention to the improvements he has made in the manufacture of Elastic Stockings, Knee Caps, Belts, Socks, and Ladies' and Gentlemen's Spine Supporters.

The advantage these Bandages possess over all others consists in their extreme lightness, and are warranted not to be affected by either heat or perspiration—a point never before attained.

Directions for measurement sent per post.

A Female to attend on Ladies.



[117 Lo.]

RUPTURES.—By Royal Letters Patent.

WHITE'S MOC-MAIN LEVER TRUSS

Is allowed by upwards of 200 Medical Gentlemen to be the most effective invention in the curative treatment of HERNIA. The use of a steel spring, so often hurtful in its effects, is here avoided; a soft bandage being worn round the body, while the requisite resisting power is supplied by the MOC-MAIN PAD AND PATENT LEVER, fitting with so much ease and closeness that it cannot be detected, and may be worn during sleep. A descriptive circular may be had, and the Truss (which cannot fail to fit) forwarded by post, on the circumference of the body (two inches below the hips) being sent to the **Manufacturer, Mr. WHITE, 228, Piccadilly, London.**

Price of a Single Truss, 16s., 21s., 26s. 6d., and 31s. 6d.. Postage, 1s.

Double Truss, 31s. 6d., 42s., and 52s. 6d. Postage, 1s. 8d.

Post Office Orders to be made payable to JOHN WHITE, Post Office, Piccadilly.

ELASTIC STOCKINGS, SOCKS, KNEE CAPS, &c.

The material of which these are made is recommended by the Faculty as being peculiarly ELASTIC and COMPRESSIBLE, and the best invention for giving efficient and permanent support in all cases of WEAKNESS and SWELLING of the LEGS, VARICOSE VEINS, SPRAINS, &c. It is porous, light in texture, and inexpensive, and is drawn on like an ordinary stocking. Price from 7s. 6d. to 16s. each; postage, 6d.

John White, Manufacturer, 228, Piccadilly, London. [20-Lo.]



BRITISH COLLEGE OF HEALTH, NEW ROAD, LONDON.

MORISON'S VEGETABLE UNIVERSAL MEDICINE is the only medicine that strikes at the root of all diseases. This has been proved by an experience of thirty years, during which time upwards of 400,000 cases of cure have been effected. The Hygeian agents throughout the world are unanimous upon the Hygeian system of medicine introduced by James Morison, the Hygeist, who not only taught the public how to cure their own ailments, but also rescued the world from the dangers of false medical doctrines. The monument lately raised to his memory, by a penny subscription, sufficiently attests the importance of his discoveries.

AGENTS FOR THE SALE OF MORISON'S MEDICINES IN INDIA:—

R. L. PEREIRA, Popham's Broadway, Madras. | THOMAS GARDNER, Dacre's Lane, Calcutta.

[24-Lo.]

KEATING'S COUGH LOZENGES.

FOR half a century this well-known remedy for Pulmonary disorders has successfully stood the test of public approval, and their usefulness has been extended to every clime and country of the civilised world. They may be found alike on the gold-fields of Australia, the back-woods of America, in every important place in the East and West Indies, and also in the palace of Peking. During this long period they have withstood the pretensions of numerous inferior rivals, and are now the acknowledged antidote for Coughs, Colds, Asthma, &c.

Prepared and Sold in Boxes, Tins, and Bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 10s. 6d. each, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Retail by all Druggists and Patent Medicine Vendors in the World.

N.B.—To prevent spurious imitation, please to observe that the words "KEATING'S COUGH LOZENGES" are engraven on the Government Stamp of each Box, without which none are genuine.

VALUABLE TESTIMONIAL.

COPY OF A LETTER FROM THE LATE COLONEL HAWKER (THE WELL-KNOWN AUTHOR ON "GUNS AND SHOOTING").

"Longparish House, near Whitchurch, Hants.

"SIR,—I cannot resist informing you of the extraordinary effect I have experienced by taking only a few of your LOZENGES. I had a cough for several weeks that defied all that had been prescribed for me; and yet I got completely rid of it by taking about half a small box of your Lozenges, which I find are the only ones that relieve the cough without deranging the stomach or digestive organs.

"To Mr. KEATING, 79, St. Paul's Churchyard." "I am, Sir, your humble servant, P. HAWKER."

Orders for the East Indies should specify Bottles.

[71 K.]

By her
Majesty's

TEETH.

Royal Letters
Patent.

A New Discovery, whereby Artificial Teeth and Soft Gums are supplied with a precision and accuracy hitherto unattainable; they act as supports to any loose Teeth that may be in the mouth, or may be fitted over stumps where the Teeth are entirely gone. They imitate nature so closely that the practised eye of the Dentist cannot detect the difference.

These advantages have been pronounced by the highest medical authorities unattainable by any other method.

"A great improvement upon the old system."—B. OBSERVER, June 16th, 1857.

To Invalids or other parties used to Warm Climates, where calomel is freely administered without the patient being aware of it, they will be found invaluable.

Supplied at strictly moderate charges, only by

MESSRS. GABRIEL,

THE OLD ESTABLISHED

SURGEON DENTISTS.

Observe the Address—33, LUDGATE HILL, LONDON,

(FIVE DOORS WEST OF THE OLD BAILEY) AND

134, DUKE STREET, LIVERPOOL.

The PATENT WHITE ENAMEL, for restoring Decayed Front Teeth, has achieved a world-wide reputation. Its efficacy remains unchallenged—warranted to retain its colour.

"We have seen Testimonials of the highest character, both from the medical world and the press relative thereto."—SUNDAY TIMES, September 6th, 1857.

ESTABLISHED 1807.

[56-L.]

MUSIC.

RESIDENTS in India and the Colonies desiring to receive *Monthly* supplies of Music, &c., should consult the Catalogues of **ROBERT COCKS and Co., Music Publishers, &c.**, to Her Majesty Queen Victoria and the Emperor Napoleon III. These Catalogues are forwarded (on application) *gratis*, and Postage Free to all parts of the world; and embrace

- 1.—A magnificent List of Works on the Theory of Music, far exceeding those of any other house in Europe, and including all the most recent works of Dr. MARX, of Berlin (the Standard Modern Theorist).
- 2.—An endless variety of Pianoforte Music, including Standard Classical Works, as well as a constant and copious supply of Novelties, by the most admired European Composers.
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- NEW WORKS INDISPENSABLE TO ALL BAND MASTERS.—“The BAND MASTER’S ATLAS,” and “COMPOSER’S ATLAS,” showing at one view the scale, compass, and notation of all instruments, and the Keys in which parts for a band should be written (each 10s. 6d.).
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PIANOFORTES, (FROM £24 UPWARDS),

Of superior construction, embracing all the most recent improvements; remarkable for quality of tone and touch, and made with an express view to stand the effects of all climates.

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Works Published by Robert Cocks and Co. may be had of their Agents in India, or direct from the House as under:—

ROBERT COCKS & Co., New Burlington Street, London (W.),

Music Publishers to their Majesties Queen Victoria and the Emperor Napoleon III. [77-Lo.]

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WITH

WEDGWOOD'S PATENT MANIFOLD WRITER.

THIS is the only invention whereby a Letter, Copy, and Duplicate can be obtained at one operation, all in permanent Ink, and with a Pen that requires no repairs. Its construction is simple, very portable, cleanly, and free from smell, and never fails to give a beautiful and perfect impression. To all persons desirous of retaining copies of their correspondence, it will be found to produce an immense saving of time and expense.

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[73-Lo.]

THE *Author of this Work* receives Private Pupils to prepare for the Public Examinations—inclusive terms—£60 per annum. Address, Professor Lott, No. 106, Cours d'Albret, Bordeaux, France.

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MESSRS. MILROY and SONS

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[36-Lo.]

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A Commentary in the very Words of Scripture. Specimens, by post, free.

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WILLIAM BOLTON,

(FORMERLY DYMOND & CO.),

OPERATIVE AND MANUFACTURING CHEMIST,

MANUFACTURER OF

PURE CHEMICALS FOR PHOTOGRAPHIC AND OTHER PURPOSES,
IMPORTER AND MANUFACTURER OF CHEMICAL APPARATUS,

146, HOLBORN BARS,

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[55-Lo.]

GEORGE KNIGHT AND CO., 2, FOSTER LANE, CHEAPSIDE, LONDON,

RESPECTFULLY DRAW THE ATTENTION OF

RESIDENTS AND PARTIES PROCEEDING TO INDIA TO THE PHILOSOPHICAL APPARATUS, AND INSTRUMENTS MANUFACTURED AT THEIR ESTABLISHMENT,

ALL OF WHICH ARE OF THE BEST CONSTRUCTION, VIZ:—

CHEMICAL APPARATUS, Pure Tests, and Re-agents. Electric, Galvanic, and Electro-Magnetic Instruments. Air Pumps of improved construction. Microscopes. Instruments for the Naturalist and Scientific Tourist, for collecting and preserving objects of Natural History. Photographic Apparatus, comprising Voigtlander's Lenses for Portraits and Views. Cameras, Stands, &c., on the most improved construction; Plain and Prepared Papers; Collodion of superior quality, and every other requisite for practising the Art with success.

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NEWTON'S FIELD OFFICERS' PORTABLE TELESCOPE,

Of extraordinary power, fitted in a Sling Case, with Straps, manufactured expressly for Military Officers, at £3 3s., is strongly recommended, as having given great satisfaction to Officers of the Indian Army. Portable Astronomical Telescopes, with extra power, fitted in Case, with stand, £3 10s. and £5 5s.

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In Case, with Two Sets of Achromatics, Condenser on Stand, magnifies 65,000 times, £4 4s.

COMPOUND MICROSCOPE,

With 7 powers and apparatus, in Case, £2 15s.; smaller sizes, 10s. 6d., 16s., and 18s. 6d.

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NEWTON & CO., Opticians and Globe Makers to the Queen, Temple Bar, London.

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Lanterns and Slides, from 7s. 6d. Newton's Improved Phantasmagoria Lanterns, Lenses $3\frac{1}{2}$ inches diameter, complete in Case, £3 3s.

A pair of the above fitted up with rack-work apparatus for dissolving views, £9 9s. Views in the Holy Land, Missionary Scenes, &c., &c., 6s. and 10s. 6d. each. The above, fitted with *Newton's Oxy-calcium Light*, with Gas-bags, Retort, Purifier, Case, &c., &c., to give a bright picture, 15 feet in diameter, £6 10s. extra. Larger sizes made, and all kinds of Views painted to order.

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F. COX,

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Recommends to the notice of INDIAN PHOTOGRAPHERS the extreme portability of

The Model Tourist's Stereoscopic Camera,

for manipulating by the dry Collodion Process in the open air, without the aid of a tent, or other incumbrance; the whole apparatus, including camera, lens, camera-stand top, focus-screen, spirit-level, and view metre, with six dark slides to take six pictures, packing into a box 11 inches by 9 inches, and 6 inches deep, containing all the apparatus requisite to be taken on an excursion, for obtaining Six Stereoscopic Pictures; price, complete, £7 7s.

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Portable Folding Cameras, fitted with lenses of our own manufacture, for views up to 10 inches by 8 inches, with best mahogany camera, brass bound at the corners, to prevent the effects of a tropical climate, complete, £12 12s.

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FOR

The Silvered Daguerreotype Plate, The Glass Collodion Plate, and Portraits, Landscapes, &c., taken on Paper.

THE FOLLOWING ARE SOME OF THE PRINCIPAL COLORS.

3 Complexions	Lavender	Claret	Puce	Pink
Lips	4 Blues	Distance	Plum	Rose
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Damask	Orange	Violet	Permt. Scarlet	&c., &c., &c.

In Small Bottles, sealed and tied over, Price 1s. each.

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Lock Mahogany Box, with Velvet Palette, Brushes, Stumps, Shells, &c., and 36 Colors ...	2	2	0
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Circulars, with directions for use, &c., at 24, SOHO SQUARE, LONDON.

MAY BE HAD AT THE INDIAN AGENCIES.

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CHARLES MACINTOSH & CO.,

PATENTEES OF THE

VULCANIZED INDIA RUBBER.

MANUFACTORY AND DEPOT, CAMBRIDGE STREET, MANCHESTER;

GENERAL WAREHOUSE, 3, CANNON STREET, WEST, LONDON,

C. M. & CO.'S ONLY ESTABLISHMENTS.

[75-Lo.

TO SPORTSMEN.

PYROXYLINE WATERPROOF PERCUSSION CAPS.

JOYCE'S NEW PATENT.

THIS is the only principle on which Caps are rendered waterproof, without the risk of stopping up the nipples. Having been well tried over the Moors in Scotland last season, every reliance can be placed on them. These Caps will be found peculiarly adapted for India, where the climate rapidly destroys the best metal-lined varieties. May be had of the first-rate Store Keepers in Calcutta, Bombay, Bengal, Madras, &c., where also may be had Joyce's Original Anti-corrosive, and other description of Caps, Waddings, Cartridges, &c.

[86-Lo.

Marine and Pocket Chronometers, Watches, and Clocks.

JOHN POOLE, CHRONOMETER MAKER

To the Right Honourable the Board of Admiralty,

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(Inventor of an improved Compensation Balance, for equalising the rates of Chronometers in the various changes of temperature).

The following is an extract from official letter, dated "Admiralty, 27th July, 1854.

"Your Chronometer, No. 1,585, is reported by the Astronomer Royal the first on the list, and the finest that has been on trial for many years."

"To MR. POOLE."

"The superior performance of J. Poole's Chronometers, made on his improved principle, has secured their purchase by Government, from the Admiralty trials, in twelve instances since 1844."

J. P. also directs especial attention to his select stock of

COMPENSATED DUPLEX AND LEVER WATCHES.

These Watches are carefully adjusted for changes of climate and position, and can be confidently recommended to parties proceeding to India and the Colonies, and to all others desiring accurate time.

WHOLESALE AND FOR EXPORT.

[41-Lo.

HENRY MILLS'
LONDON MADE PATENT LEVER AND OTHER WATCHES,
ARE UNEQUALLED FOR THEIR DURABILITY, ACCURACY OF PERFORMANCE,
AND LOW PRICES.

Every watch warranted, and is skilfully finished and timed.



	£	s.	d.		£	s.	d.
Gold Horizontal Watches, Gold Dials, Jewelled.....	4	10	0	to	10	10	0
Ditto, Lever Watches, Jewelled, and best London make.	12	10	0	to	21	0	0
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An unusually extensive stock of solid Gold Guard and Albert Chains, Diamond and other Rings, Brooches, Bracelets, &c., &c., all of the latest and most approved designs. A descriptive Pamphlet of Patterns and Prices sent free to any part of the world. Any of the above forwarded on receiving a remittance payable to

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ESTABLISHED THIRTY YEARS.

All orders from India can be sent direct to the Manufactory, or through our Agents, Messrs. Grindlay and Co., Calcutta.

[19-Lo.

MESSRS. WHEATSTONE & CO.,
Inventors and Patentees of the Concertina,
 Manufacturers and Importers of Harmoniums,
 20, CONDUIT STREET, REGENT STREET,
 LONDON (W).

Messrs. W. & Co. were awarded the Great Exhibition Prize Medal of 1851.

[23-Lo.

ELECTRO SILVER PLATE, CUTLERY, &c.

LEWIS STEWART & CO.,
 5 & 5-1, Tank Square, Calcutta, & 13, Birchin Lane,
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Leg respectfully to inform the Civil and Military Services, Merchants, Clubs, &c., that their STOCK of ELECTRO SILVER PLATE, CUTLERY, &c., is now the largest and most varied in Calcutta, and comprises every article necessary for the Mess and Family Table.

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A VERY LARGE ASSORTMENT OF BRONZE HANGING AND TABLE LAMPS, WALL BRACKETS, &c.

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L. S. & Co. respectfully invite a comparison of the *prices and qualities* of their Goods with those of any other House in Calcutta.

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**GUNS, BREECH LOADERS, DOUBLE RIFLES, REVOLVERS,
 AIR-CANES, &c.**

SUPERIOR DOUBLE FOWLING-PIECES, in Cases with Apparatus complete, 10 to 25 Guineas. **GUNS**, in pairs, 30, 40, and 50 Guineas per Double Case. **IMPROVED BREECH LOADERS**, "Fusils Bascule," for quick firing, to load with Cartridges, containing the entire charge, Powder, Shot, and Priming; Prices, 15 to 25 Guineas, in cases complete, invaluable for Battue Shooting. **ADAMS'S IMPROVED PATENT, COLT'S**, and all the approved **REVOLVERS**, in endless variety, from 52s. 6d. **ROOK RIFLES**, Double and Single, small bores, in great variety, from 5 Guineas. **IMPROVED AIR-CANES**, with Pump and Apparatus, from 65s. **SALOON PISTOLS**, 30s.

REILLY, GUN MAKER,
502, NEW OXFORD STREET, LONDON.

[16-Lo.

IMPORTANT



ANNOUNCEMENT

METALLIC PEN MAKER to the QUEEN,

BY ROYAL COMMAND.

JOSEPH GILLOTT

Begs most respectfully to inform the Commercial World, Scholastic Institutions, and the public generally, that, by a novel application of his unrivalled Machinery for making Steel Pens, and, in accordance with the scientific spirit of the times, he has introduced a new series of his useful productions which, for Excellence of Temper, Quality of Material, and, above all, Cheapness in Price, he believes will ensure universal approbation, and defy competition.

Each Pen bears the impress of his name as a guarantee of quality, and they are put up in the usual style of boxes, containing one gross each, with label outside, and the fac-simile of his signature. At the request of persons extensively engaged in tuition, J. G. has introduced his WARRANTED SCHOOL AND PUBLIC PENS, which are specially adapted to their use, being of different degrees of flexibility, and with fine, medium, and broad points, suitable for the various kinds of Writing taught in Schools.

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TRUNK, CHEST & PORTMANTEAU MANUFACTURERS,

PACKING-CASES lined with Zinc, Tin, or Copper.

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PRICE'S PATENT CANDLES FOR HOT CLIMATES,

Guaranteed of the Company's make only. (Other kinds are sometimes sold as genuine). PRICED LISTS on application to

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Old Servants of Price's Patent Candle Company,

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[42-Lo.

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INCORPORATED BY SPECIAL ACT OF PARLIAMENT.

CAPITAL—ONE MILLION STERLING.

ESTABLISHED 1846.

Governor—The Right Hon. the EARL of ELGIN and KINCARDINE.

HEAD OFFICE—EDINBURGH, 5, GEORGE STREET.

London, 81, Lombard Street.

ADVANTAGES AFFORDED BY THE COMPANY.

Moderate Rates of Premium and liberal conditions with reference to Residence in India, and other places abroad. Officers in the Army and Navy assured on favourable terms.

Premiums received in any part of the world where agencies have been established.

Immediate reduction of premiums on change of residence from a less healthy to a more favourable climate, according to fixed classes, no medical certificate being required.

Every facility afforded in the settlement of claims either in India or at home.

POSITION OF THE COMPANY.

A Bonus of £2 per cent. per annum was declared at last investigation in 1854, since which date large profits have accumulated. Next Division of Profits in 1859.

Amount of Assurances effected since the establishment of the

Company in 1846..... £2,300,000

Annual income of the Company about 85,000

A G E N C I E S.

EAST INDIES.

Calcutta GRINDLAY & CO.

Madras BINNY & CO.

Bombay CARDWELL, PARSONS, & CO.

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Manilla FINDLAY, RICHARDSON, & CO.

CEYLON.

Colombo ALSTONS, SCOTT, & CO.

CHINA.

Shanghai MONCREIFF, GROVE, & CO.

WILLIAM THOMAS THOMSON, Actuary;

SAMUEL R. FERGUSON, Resident Secretary in London.

Church of England

Fire and Life Assurance Institution.

HEAD OFFICE—5, LOTHBURY, LONDON.

ESTABLISHED 1840,

And Empowered by Special Act of Parliament, 4 & 5 Vic., Cap. XCII.

SUBSCRIBED CAPITAL, ONE MILLION.

A List of the Proprietors periodically Enrolled in the High Court of Chancery.

The Rates of Premium charged by this Institution for residence in India, the Cape of Good Hope, and Australia (where the Company has Branches), are peculiarly favourable to Assurers.

Prospectuses, the necessary Forms, and every requisite information affecting Assurances, may be obtained on application to

102 Lo.]

Wm. EMMENS, Manager,

UNIVERSAL LIFE ASSURANCE SOCIETY,

No. 1, King William Street, City, London, Established 1834.

Empowered by Special Act of Parliament 6 William IV. cap. 5 .

SUBSCRIBED CAPITAL, £500,000.

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JOHN STEWART, ESQ., DEPUTY CHAIRMAN.

JOHN BAGSHAW, ESQ., M.P.

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The marked success of this Society justifies the Directors in pointing out the superior advantages held out to assurers.

A scale of rates framed with the greatest care, combining moderation with perfect security.

The Indian rates especially calculated from the records of the East India Company, and from documents prepared for the Bengal Government, on the experience of mortality in that country.

Profits annually divided, one-fifth of the profits of the five preceding years, so as to secure a fair average.

Seventy five per cent. appropriated to policy holders who have paid six annual premiums, either in reduction of premium or as a bonus added to the policy.

Average Reduction of Premiums 40 per cent.

INVESTED CAPITAL OF THE SOCIETY.....	£680,000
AMOUNT OF POLICIES IN FORCE	2,000,000
ANNUAL INCOME	120,000

Weekly Board Day, Thursday, at One o'clock.

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MICHAEL ELIJAH IMPEY, Secretary.

ELLIOTT BROTHERS,

OPTICIANS, &c.,

To the Admiralty, Ordnance, and East India Company,
AND SUCCESSORS TO WATKINS & HILL,

BEG to give Notice that they have purchased the Premises, No. 30, STRAND, (formerly occupied by Warren & Co.,) which they are rebuilding, and on their completion, in June Next, will remove to them from 56, STRAND, and 5, CHARING CROSS, and feel assured that by the combination of the two establishments, and having a very large Manufactory adjoining, they will be able to improve and economise their Manufactures.

ELLIOTT BROTHERS EXECUTE ALL COMMISSIONS RELATIVE TO SCIENCE AND ENGINEERING.

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[156-Lo.

RELIANCE MUTUAL LIFE ASSURANCE SOCIETY,

No. 71, King William Street, LONDON.

THE ENTIRE PROFITS DIVIDED AMONG THE ASSURED.

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GEORGE ASHLIN, Esq.
GEORGE F. HARRIS, Esq.
JOHN JAMES, Esq.
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WILLIAM PHELPS, Esq.
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LIFE ASSURANCES may be effected upon INCREASING, DECREASING, EQUAL, or HALF-PREMIUM Scales; also by SINGLE PAYMENTS, and Payments for LIMITED PERIODS. Tables have been specially constructed for the ARMY, NAVY, EAST INDIA COMPANY, and MERCHANT SERVICES; also for persons voyaging to, or residing in, any part of the world.

Actuary and Secretary:—E. OSBORNE SMITH, Esq., F. S. A.

[124-Lo.

Chartered Mercantile Bank of India, London, and China,

INCORPORATED BY ROYAL CHARTER.

Paid up Capital, £500,000.—Reserved Fund, £50,000.

The Company grant Drafts, and negotiate or Collect Bills payable at Bombay, Calcutta, Colombo, Hong Kong, Madras, and Singapore, on terms which may be ascertained at their Office. They also issue Circular Notes and Letters of Credit for the use of Travellers by the Overland Route. They undertake the Agency of parties connected with India, the purchase and sale of Indian Securities, and the safe custody of Indian Government Paper, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of Remittances between the above-named dependencies.

The rate of interest at present allowed is, Deposits repayable at Six months' notice, Five per cent.; and in Twelve months' notice, Six per cent.

OFFICE HOURS, from 10 to 4 p.m.; Saturdays, 10 to 2.

A. ANDERSON, MANAGER.

MANAGERS IN INDIA.

MADRAS.....JOHN INNES GEDDES.

CALCUTTA DAVID TRAIL ROBERTSON.

50, Old Broad Street, London, 1st October, 1857.

[125-Lo.

ORIENTAL BANK CORPORATION.

INCORPORATED BY ROYAL CHARTER.

PAID UP CAPITAL, £1,260,000; RESERVE FUND, £252,000.

THE Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Hong Kong, Madras, Mauritius, Singapore, Melbourne, and Sidney, on terms which may be ascertained at their Office. They also issue Circular Notes and Letters of Credit for the use of Travellers by the Overland Route. They undertake the Agency of parties connected with India, the purchase and sale of Indian Securities, and the safe custody of Indian Government Paper, the receipt of Interest, Dividends, Pay, Pensions, &c.; and the effecting of Remittances between the above-named dependencies.

The rate of Interest at present allowed on Deposits repayable at ten days' notice is $4\frac{1}{2}$ per cent.; at 6 months' notice 5 per cent.; and twelve months' notice, $5\frac{1}{2}$ per cent.

Office hours from 10 a.m. to 3 p.m.; and on Saturdays from 10 to 2.

W. W. CARGILL, Chief Manager.

South Sea House, Threadneedle Street, London, 16th July, 1857.

[80-Lo.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

OVERLAND ROUTE TO INDIA AND CHINA.

The Company BOOK PASSENGERS and RECEIVE GOODS and PARCELS for the Mediterranean, **Egypt, Aden, Bombay, Ceylon, Madras, Calcutta, The Straits, and China**, by their Steamers leaving Southampton on the 4th and 20th, and Marseilles on the 12th and 28th of every Month. **Mauritius** (*in conjunction with the Steamers of the Anglo-Français Company from Aden*), from Southampton on the 4th, and Marseilles on the 12th of every Month.

**For further particulars apply at the COMPANY'S OFFICES, 122,
LEADENHALL STREET, LONDON, (E.C.)**

FOR PASSENGER AND PARCEL TARIFFS,

See pages 55 and 56.

[3-Lo.

European and Australian Royal Mail
Company (Limited).

OVERLAND ROUTE
TO
CEYLON AND AUSTRALIA.

THE COMPANY
BOOK PASSENGERS AND RECEIVE PARCELS
FOR
**MALTA, ALEXANDRIA, ADEN, CEYLON,
AND AUSTRALIA,**
BY THEIR STEAMERS

(CONVEYING HER MAJESTY'S MAILS),

Leaving Southampton on the 12th, and Marseilles on the 18th of
every month.

For further particulars apply at the Company's Offices,
**55, MOORGATE STREET (E.C.),
LONDON.**

For Passenger and Parcel Tariffs, see pages 57 and 58. [93-L

1858.

THE FOLLOWING SPLENDID SHIPS

Belonging to MESSRS GREEN, of Blackwall,

BUILT EXPRESSLY FOR THE INDIA TRADE,

Will be dispatched punctually

FROM GRAVESEND

AT THE UNDER-MENTIONED DATES:—

Last Shipping Day in the East India Docks Three Days Previously.

Name.	Tons.	Commander.	Destination.	To Sail.
EARL OF HARDWICKE	1000	E. Noaks	CAPE and MADRAS ...	1 March.
WELLESLEY.....	1100	J. Smith	MADRAS & CALCUTTA	20 May.
NILE.....	1250	W. Strange ...	„ „	10 June.
CLARENCE (New) ...	1250	L. W. Vaile...	„ „	25 „
MONARCH.....	1400	C. Wiltshire...	CALCUTTA	25 July.
SUTLEJ	1200	H. N. A. James	CAPE and CALCUTTA	5 Aug.
AGAMEMNON	1700	C. Hyne	CALCUTTA	25 „
ALFRED	1400	W. H. Pope...	„	25 Sept.
BARHAM	1200	A. Parish	CAPE and MADRAS ...	20 Aug.
TRAFALGAR	1250	J. H. Taylor...	MADRAS	20 Sept.
SERINGPATAM	1000	H. J. Gimblett.	BOMBAY	15 June.
OWEN GLENDOWER...	1000	J. Watson ...	„	5 July.
WINDSOR CASTLE ...	1250	W. H. Pare ...	„	25 „
VERNON	1000	H. H. Consitt.	„	25 Aug.

For Plans and Terms of Passage apply to Messrs. GRINDLAY & Co., 63, Cornhill, E.C., or 9, St. Martin's Place, Charing Cross, W.C.; or to

A GENERAL LIST OF ARTICLES
Requisite for a Gentleman's
Outfit for India, Australia, New Zealand, &c.,
SUPPLIED BY
N. HEMMING & CO.,
EAST INDIA AND GENERAL OUTFITTERS
AND
CABIN FURNITURE WAREHOUSE,
93, GRACECHURCH ST., 4 Doors from Cornhill, E. C.

Cabins fitted complete with Berth Bedding, Chest of Drawers, Wash Stands, Lamps, Candles, Chairs, Glasses, Water Cans, Carpet, &c.

The following Estimates comprise every requisite for an Outfit; and the Prices named are the very lowest at which the respective qualities can be manufactured. Outfits completed and arranged. The various articles WASHED, MARKED, and PACKED; the Cabins fitted up, and the Baggage Shipped, without any trouble to the parties.

LISTS OF SHIPS SAILING, WITH PLANS OF CABIN, AND PRICES FOR THEIR ACCOMMODATION.

PASSAGES SECURED UPON THE BEST POSSIBLE TERMS.

Insurances upon Passage Money and Baggage effected at the lowest rates.

All Outfits must be paid for on Delivery; and, the Wholesale Price being charged for every Article, no Discount can be allowed.

SHIRTS, &c.	£ s. d.	£ s. d.	£ s. d.	HOSIERY, &c.—Continued	£ s. d.	£ s. d.	£ s. d.
Military Plain Long Cloth Shirts	0	2	6	0	3	6	
Long Cloth Shirts, Muslin Fronts	0	2	6	0	0	6	0
Long Cloth Shirts, Linen Fronts	0	2	6	0	4	0	0
Coloured Shirts	0	3	6	0	1	0	0
Night Shirts	0	2	6	0	1	6	0
Coloured Flannel Shirts	0	8	6	0	0	9	0
Night Caps	0	0	6	0	2	0	0
Shirt Collars	0	0	6	0	0	6	0
*Hemming's Oriental Gauze Under Vests	0	5	0	0	1	0	0
Welch Flannel Waistcoats ..	0	3	6	0	2	6	0
Elastic Woollen ditto	0	2	6	0	0	6	0
Flannel or Woollen Drawers ..	0	4	6	0	5	0	0
Elastic Cotton or Calico Drawers	0	2	6	0	3	6	0
Mosquito Drawers	0	2	6	0	7	6	0
White or Coloured Cravats ..	0	0	9	0	12	6	0
Black or Coloured Silk Cravats	0	3	6	0	5	6	0
				Albert Cravats	0	2	6
				Cotton Half Hose	0	0	6
				Silk Half Hose	0	4	0
				Worsted or Merino Half Hose	0	1	0
				Cotton Hose	0	0	9
				Worsted or Merino Hose	0	2	0
				Pocket Handkerchiefs	0	0	6
				Cambric Handkerchiefs	0	1	0
				Silk ditto	0	2	0
				Strong Leather Gloves	0	1	6
				Kid Gloves	0	1	6
				Cotton or Woollen Gloves ..	0	0	9
				Braces	0	1	0
				Dressing Gowns	0	14	0
				Cloth Cap or Straw Hat	0	2	6
				Russia Duck Trowsers	0	5	6
				White Drill Trowsers	0	7	6
				Doe Skin or Tweed Trowsers	0	12	6
				Holland Jackets	0	5	6

* Hemming's Oriental Gauze Under Waistcoats are most essential in India, possessing all the advantages, without the inconvenience of Flannel Waistcoats.

N.B.—ORDERS FROM INDIA EXECUTED, PACKED, AND FORWARDED, WITH GREAT CARE, ON THE SHORTEST NOTICE, TO EITHER PRESIDENCY.

Detailed Estimates of Equipment for all Services, either by Sea or Overland Route.

[135-Lo.

EAST INDIA AGENCY,

ESTABLISHED 1848.

HENRY CASSIN,**No. 5, LEADENHALL STREET, LONDON,**

Consignee to Merchants and others, continues to procure direct from eminent European houses, long known to India and China, MESS STORES of the finest quality, also Saddlery, Guns, Pistols, Plate and Plated Ware, Watches, Clocks, Jewellery, Cutlery, Stationery, Hosiery, Millinery, Lace, Perfumery, and all European necessities. Special attention directed to Native Indents, and in no case will the commission exceed $2\frac{1}{2}$ per cent., either on the sale of Produce consigned to him, or for the purchase of their Stores.

[100-Lo.]

JAMES DAWSON,

**SHIPPING AND FORWARDING AGENT,
2, Billiter Square, London,**

AND AT

SOUTHAMPTON.

[112 Lo.]

FISHING TACKLE FOR INDIA.**MESSRS. EATON AND DELLER,****6 and 7, Crooked Lane, Cannon Street, London,**

**MANUFACTURERS OF EVERY DESCRIPTION OF RODS AND TACKLE
SUITED TO FISHING IN INDIA,**

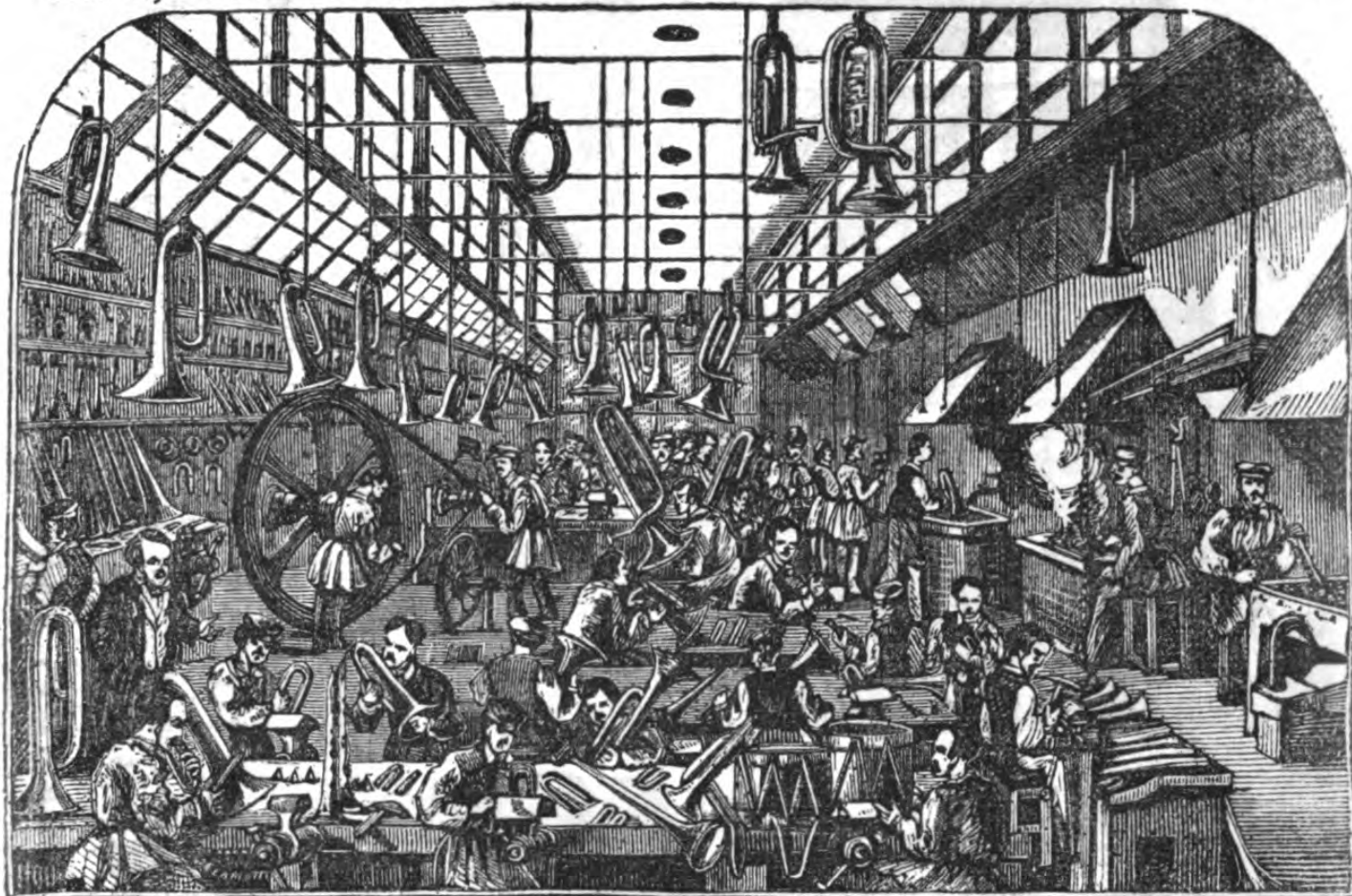
Beg to recommend to the notice of Anglers their First Class Salmon and Trout Rods. They have also registered an improvement in the Spring Winch Handle. Prepared Lines suited to the climate, Genuine Limerick Hooks, all kinds of Spinning Tackles, Flies, Spinning Baits, extra Stout Gut, &c.

ALL ORDERS, WITH REMITTANCE, RECEIVED DIRECT, OR THROUGH ANY EAST INDIA AGENT.

[59-Lo.]

HENRY DISTIN, MILITARY MUSICAL INSTRUMENT MAKER

To Her Majesty's Army and Navy; Hon. East India Company; and Hon. Board of Ordnance,
No. 6, Great Newport St., Cranborne St., Leicester Square, London.



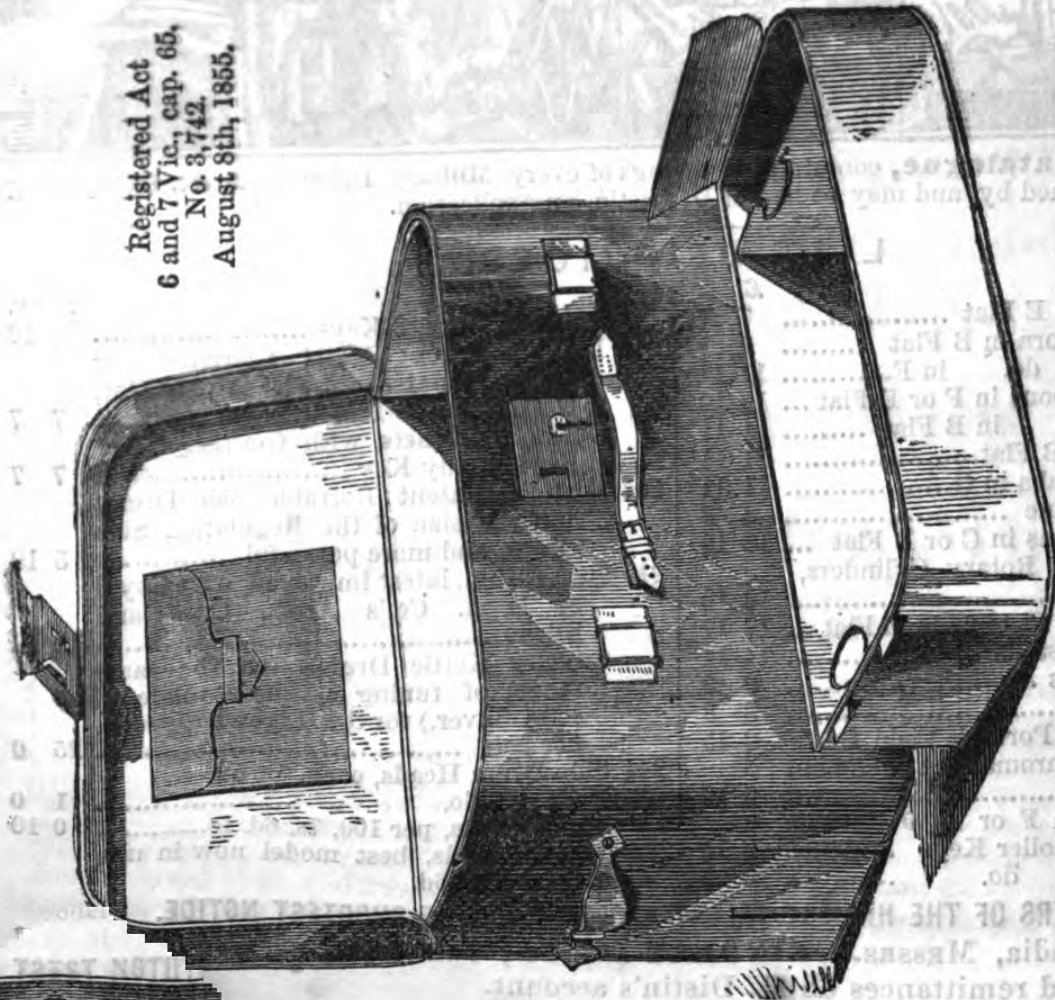
A Complete Catalogue, containing drawings of every Military Instrument, &c. (comprising 335 Articles) is published by, and may be had of H. Distin, on application.

LIST OF PRICES.

No.		£	s.	No.		£	s.
4	Piccolo Soprano in E Flat	7	7	115	Concert Flute, 8 Keys.....	6	10
13	Alto Chromatic Horn in B Flat	9	9		Distin's Patent Metal Clarinet for		
15	Tenor do. do. in F.....	11	11		Indian climates in A Flat Alt, E Flat,		
23	Alto Piston Trombone in F or E Flat ...	10	10		D Flat, and B Flat	7	7
29	Tenor do. in B Flat	11	11		Cocoa Clarionets, with German Silver		
39	Baritone Tuba in B Flat.....	11	11		Keys in any Key	7	7
40	Bass Trombone Tuba in G.....	11	11	207	Distin's Patent Portable Side Drum,		
42	" Slide Trombone	8	8		half the size of the Regulation Side		
48	" Tuba, 4 Pistons in C or B Flat ...	12	12		Drum, and more powerful	5	10
45	" Euphonion, 4 Rotary Cylinders,			210	Bass Drum, latest improved, with Royal		
	in B Flat.....	16	16		or E. I. Co.'s Arms, Case and		
52	" Contrabass, 4 Pistons, in E Flat ...	17	17		Sticks	12	12
58	French Horn, 3 Pistons	14	14		Cavalry Kettle Drums, (on the same		
64	Trumpet, 3 Pistons	9	9		model of tuning as those made of		
71	Military Cornet.....	8	8		solid Silver,) for 3rd Light Dragoons,		
83	Distin's Improved Portable Field Bugle	2	15		per pair	25	0
87	Distin's Patent Chromatic Attachment			244	Side Drum Heads, each, 4s. 6d.		
	for Field Bugle	2	10	247	Bass do. "	1	0
108	Piccolo Flute in F or E, 5 German				Music Cards, per 100, 7s. 6d. to.....	0	10
109	Silver Pillar Roller Keys	2	10	263	Music Stands, best model now in use,		
112	F or 3rd Flute, 8 do.	5	5		each, 17s. 6d.		

BANDMASTERS OF THE HIGHEST TALENT PROVIDED ON THE SHORTEST NOTICE.

Sole Agents in India, MESSRS. GRINDLAY AND Co., CALCUTTA, who are authorized to receive orders and remittances on H. Distin's account. [113]



Registered Act.
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No. 1 is fitted with a japanned Tin Tray, answering for a Bath,
with a division for Soap, Brushes, &c.

No. 2 is fitted with four Tin Canisters to contain Tea Coffee,
Sugar, Arrowroot, &c.

REGISTERED MULE PORTMANTEAUS,
Especially designed for Foreign Service, or travelling in countries where the usual accommodation of towns is not to be procured, and where the roads
are of such a nature that Packhorses or Mules only are available for the transport of Luggage. For the requirements of the Campaign in INDIA they
are particularly well adapted.

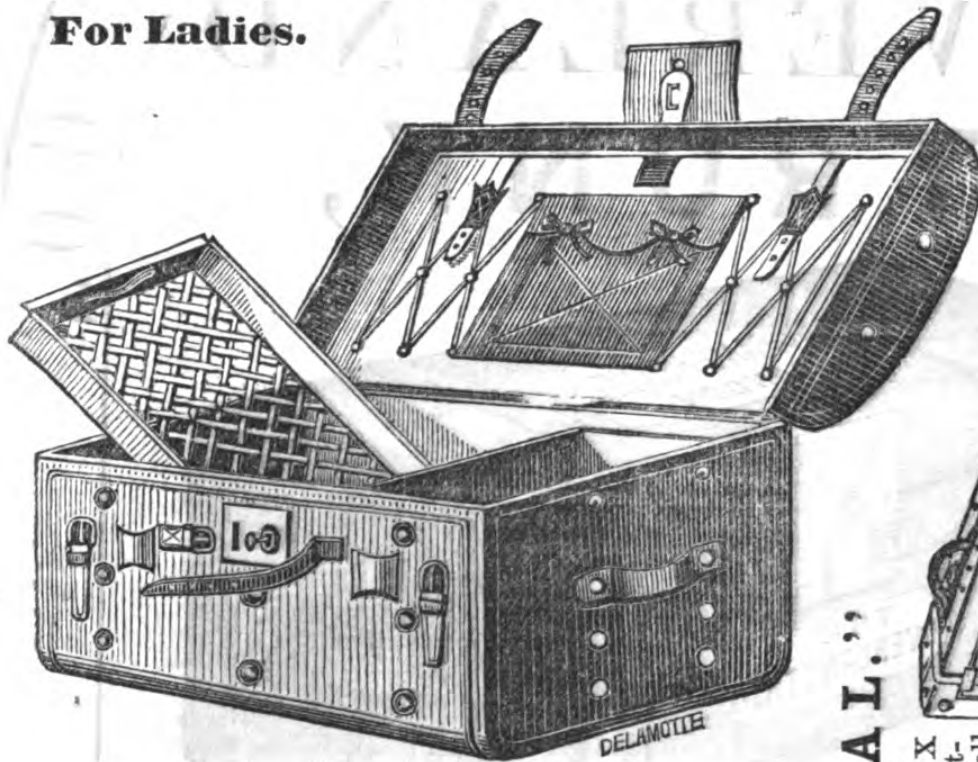
BENGOUGH BROTHERS, MANUFACTURERS,
WHOLESALE AND RETAIL TRUNK AND PORTMANTEAU MANUFACTURERS,
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TRUNKS.

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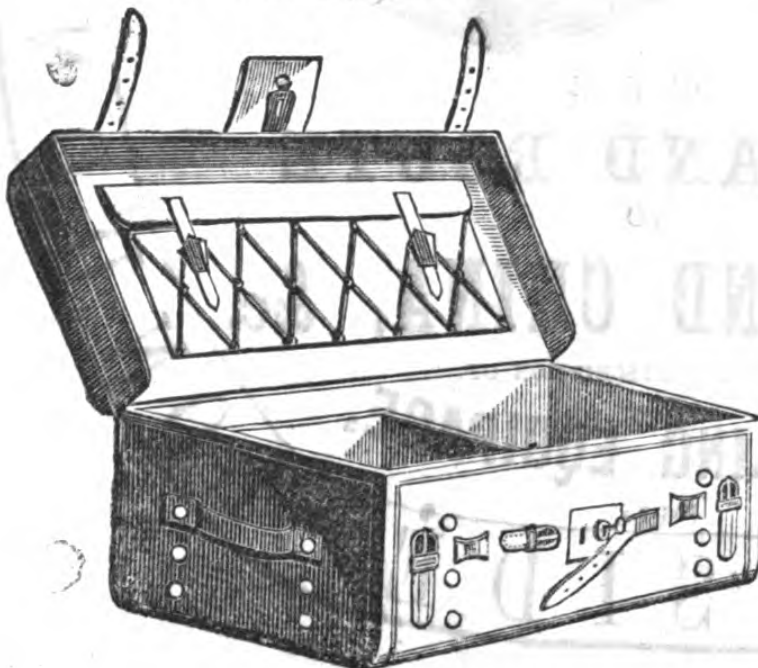
**30, St. MARTIN'S LANE, and 3, Jermyn Street,
Haymarket, London (W.C).**

For Ladies.



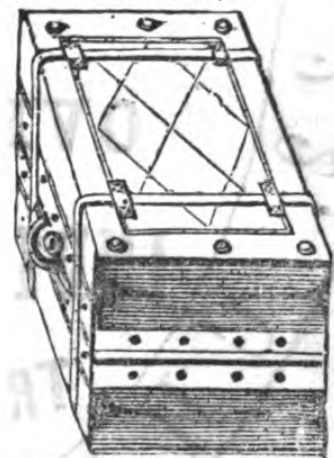
The best Article for
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EITHER FOR THE
OVERLAND
OR
CONTINENTAL
ROUTE,
With divisions for
Bonnets, Dresses,
&c.

For Gentlemen.



"SANS ÉGAL."

Has SIX
compartment-
ments, all
easily ac-
cessible, to
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COLLAPSED.

EXPANDED.

NEW REGISTERED PORTMANTEAU.

THE LIGHT REGULATION TRUNK

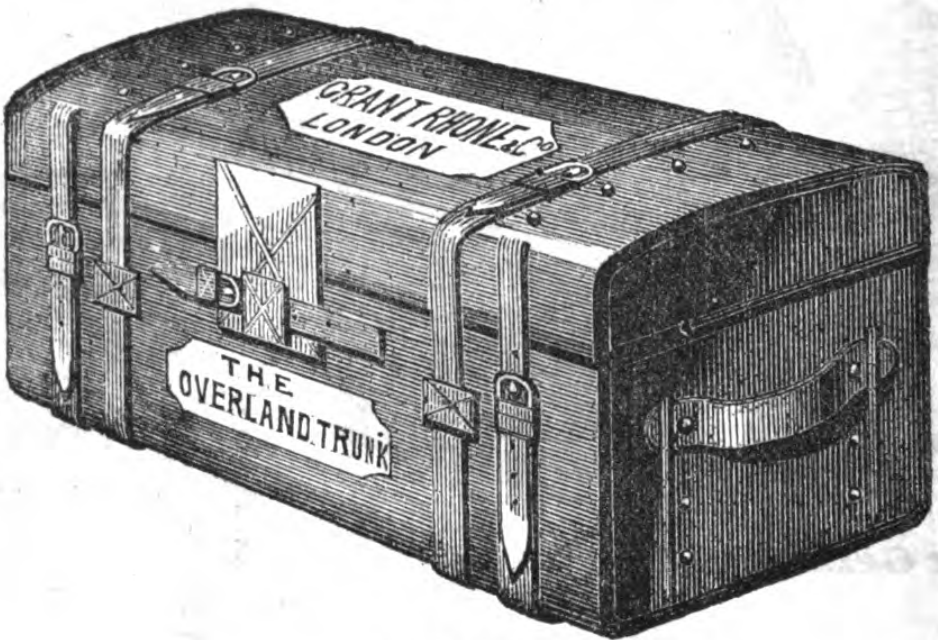
For Officers and other Gentlemen bound for
India, China, or the Colonies.

Thoroughly Recommended.

AIR TIGHT TIN CASES FOR THE SEA VOYAGE.

[13-I.]

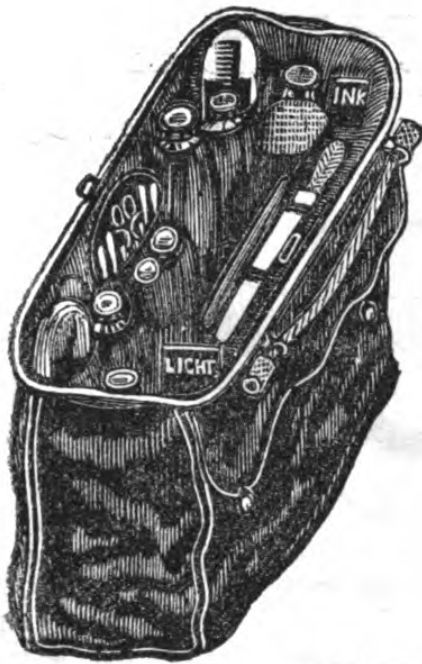
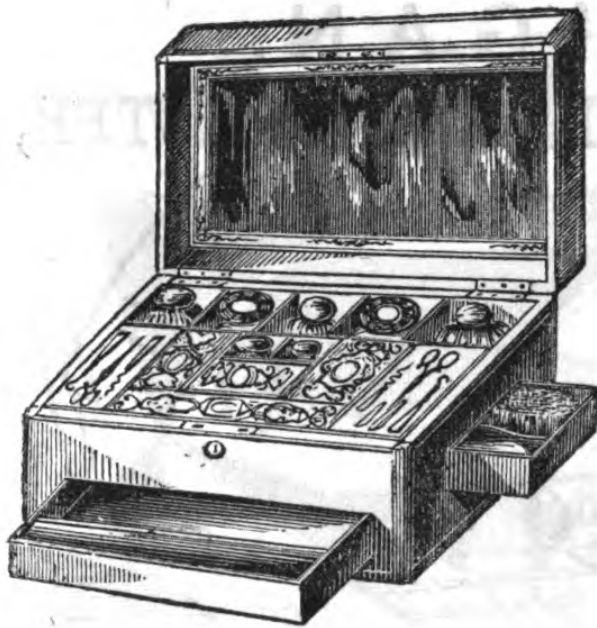
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 MANUFACTURERS
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OVERLAND TRUNK,



FOR THE
OVERLAND ROUTE
 TO
INDIA AND CHINA, &c.
 AND OF EVERY DESCRIPTION OF
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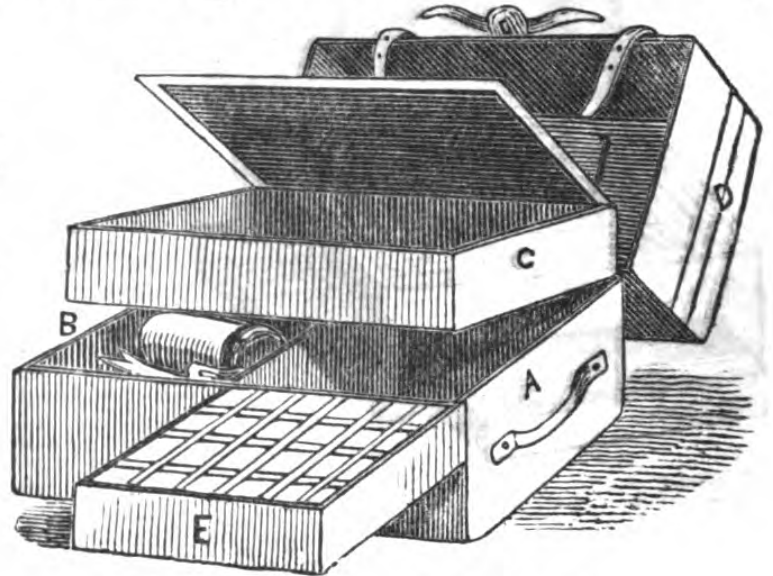
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Wholesale Manufacturers of every description of Ladies' and Gentlemen's Dressing Cases, Work Boxes, Portable Desk, Despatch Boxes, Portable Writing Cases, &c., in all kinds of fancy woods, leathers, &c., suitable for any climate. They also manufacture largely Ladies' and Gentlemen's Travelling Bags, completely fitted with every necessary for the toilet, or empty.

N.B.—Indian Cases, and work of every description, finished and lined.

B. FINNIGAN, 115, MARKET STREET, MANCHESTER, MANUFACTURER

OF THE NEWLY INVENTED
TRAVELLING WARDROBE
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Railway Portmanteaus.

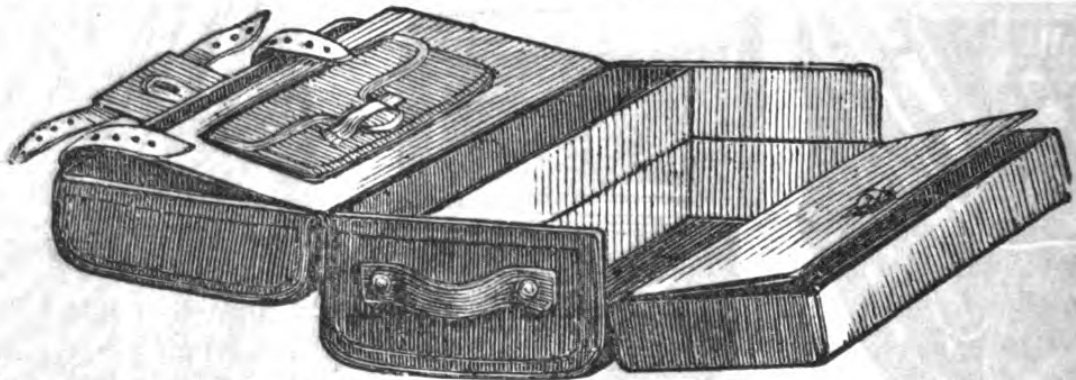


- A** for Linen, &c.
- B** „ Bonnets, &c.
- C** „ Shawls, Furs, &c.
- D** „ Dresses and Robes.
- E** „ Collars and light articles.

FINNIGAN'S EXPANDING PORTMANTEAU FOR LADIES.

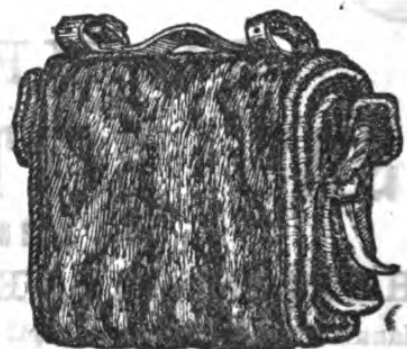
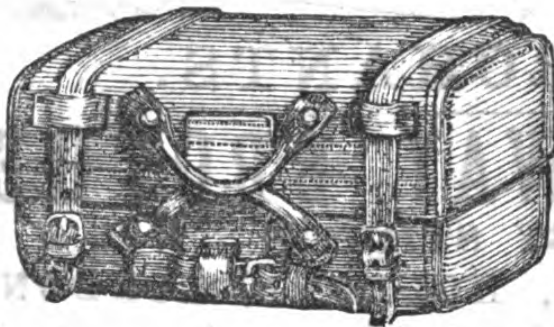
Is capacious, yet portable and strong, and cannot be too well recommended.

FINNIGAN'S TREBLE FOLDING PORTMANTEAU,



So constructed that the compartments are accessible at once, and entirely distinct from each other, rendering it unnecessary for Luggage being disturbed or moved in passing through the customs.

FINNIGAN'S
RAILWAY COMPANION,
This Portmanteau is manufactured
in various sizes, and is very strong
and light.



Finnigan's Continentale
Lake Tourist's Knapsack
Is the most complete & convenient
article of the kind yet produced.

B. F. offers First Class Goods at prices not to be met with at any other house in the Trade.
Saddlers and the Trade supplied. Wholesale and Retail.
OBSERVE! 115, MARKET STREET.

115-M.

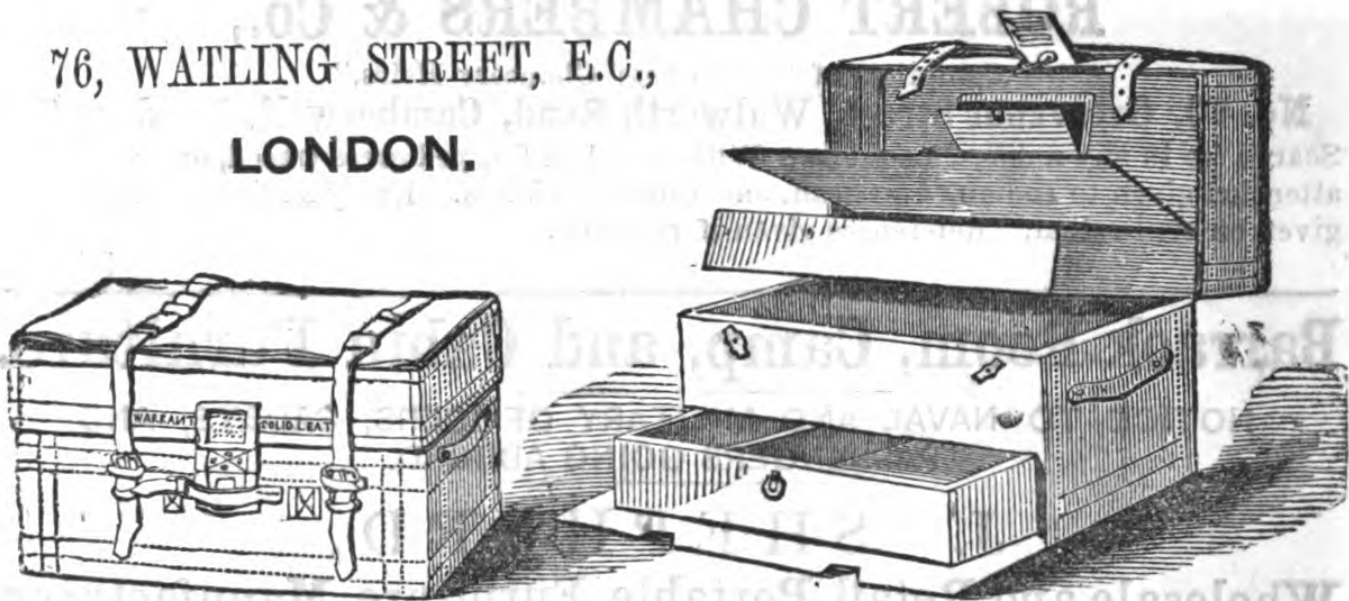
THE NEW REGISTERED PORTMANTEAU,

REGISTERED AND MANUFACTURED BY

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THIS PORTMANTEAU is admitted by all who have used it to be the most **PERFECT** and **USEFUL** of any yet invented, and to combine all the advantages so long desired by all who travel.

The peculiar conveniences of this Portmanteau are, that it contains *separate compartments* for each description of Clothes, Boots, &c.; each division is kept entirely distinct, and is immediately accessible on opening the Portmanteau, without lifting or disturbing anything else. Every article is packed perfectly flat, and remains so during the whole of the journey.

It may be obtained of MR. WILKINSON, 30, Cockspur Street; of MESSRS. MOORE & Co., 14, St. James's Street, London; of MR. HUNT, Above-Bar, Southampton; of MR. BAYS, Hatter, Cambridge; of MR. ELLINGER, Granger Street, Newcastle-on-Tyne; MR. POOL, Trunk Maker, Hull and Leeds; MR. LOVE, Trunk Maker, Hull; MR. NORTHAM, Trunk Maker, opposite St. Sidwell's Church, Exeter; of most Outfitters and Saddlers throughout the Kingdom; and of

JOHN SOUTHGATE,

MANUFACTURER OF

EVERY DESCRIPTION OF PORTMANTEAUS AND TRAVELLING EQUIPAGE,

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NEXT OF KIN OFFICE, ESTABLISHED 1825.

ADVERTISEMENTS for Persons advertised for above 100 years past, with unclaimed lists of Bank and other Stock, are kept by

ROBERT CHAMBERS & Co.,

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Search fee in any name, 25 stamps. Wills searched for, pedigrees traced, and particular attention given to Indian, American, and Colonial claims. Every advice and assistance given on application. References given if required.

[94-Lo.

Barrack-Room, Camp, and Cabin Furniture.

NOTICE TO NAVAL AND MILITARY OFFICERS, CADETS, AND
PASSENGERS GOING ABROAD.

J. SHEPHERD,

Wholesale and Retail Portable Furniture Manufacturer,

90, BISHOPSGATE STREET WITHIN, LONDON,

Continues to supply every description of Barrack-room and Cabin Furniture at the wholesale prices. Solid Mahogany Drawers, brass-bound, 75s.; Cupboards for ditto 42s.; Wash-stands, from 14s. 6d.; Mahogany ditto, 45s.; Cabin Lamps, 5s. 6d.; Dover Chairs, 23s.; Cabin Chairs, with caned seats, 5s. 6d.; Improved Derby Chairs, with arms and cushions, 15s.; Berths fixed, 7s. 6d.; Fibre Mattresses, 5s. 6d.; Ship Couches, with and without Drawers; Horsehair or Wool Mattresses and Bolsters, equally low.

Gentlemen leaving England are invited to examine the Stock, and compare the Prices with those charged by other Houses. Established 80 years. Estimates given.

MANUFACTORY—90, BISHOPSGATE STREET WITHIN, LONDON.

CABINS FITTED FREE.

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W. J. SALMON AND CO.,

OPTICIANS,

48, LOMBARD STREET,

MANUFACTORY,

100, FENCHURCH STREET, LONDON.

W. J. S. & Co. would call the attention of Officers and Gentlemen going to India and other Parts, to their Assortment of OPERA, FIELD, RACE, and other GLASSES.

Sling Telescopes, Travelling Microscopes, Pocket Thermometers,
Spectacles of all descriptions, &c., &c.

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**CHRISTIAN AND RATHBONE,
EAST INDIA & COLONIAL OUTFITTERS,
11, WIGMORE STREET, LONDON.**

Complete Equipments and Outfits,

For Ladies, Gentlemen, and Families, Military and Naval Officers, and all other persons, either in the Civil or Military Service, are supplied, of the best quality and at the lowest prices for cash.

ESTIMATES,

Shewing the entire cost of OUTFIT and PASSAGE, either by the CAPE or OVERLAND, will be furnished on application.

BAGGAGE CAREFULLY PACKED AND SHIPPED,

Either in the Docks or at Southampton; and

CABINS FITTED AND FURNISHED IN THE BEST MANNER.

Regulation, Overland, and Bullock Trunks, Travelling and Cabin Bags,

And every other requisite for the OVERLAND JOURNEY, or for TRAVELLING IN INDIA.

No. 11, WIGMORE STREET,

ESTABLISHED 1792.

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OUTFITS—INDIA AND CHINA.

MILITARY & CIVIL OUTFITS,

Of the best Manufacture, and most approved and recent design, including the

STRONG BULLOCK TRUNK,

THE REGULATION OVERLAND TRUNK,

CABIN BAG PORTMANTEAUS,

And every other requisite for the traveller or resident in India or China,

MANUFACTURED WITH CARE AND DESPATCH BY

G. L. WILLIAMS,

41, NEW BOND STREET, LONDON,

PATENTEE OF THE

“TOUT A FAIT”

LEATHER TRAVELLING BAG.

 G. L. W. having had *Twenty-five years' experience* in the above business, trusts that it will be a sufficient guarantee for the proper execution of all orders with which he may be honoured.

41, New Bond Street, London.

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INDIA OUTFITS.

HEMMING AND CO.,

SUPPLY EVERY REQUISITE FOR PARTIES PROCEEDING TO INDIA
OR THE COLONIES,

**IMPROVED OVERLAND TRUNKS,
CABIN FURNITURE,**

AND

GENERAL CLOTHING,

AT PRICES MUCH BELOW ANY HOUSE IN LONDON.

93, GRACECHURCH STREET (E.C.)

For Price List, see Advertisement, pages 326 and 327.

[45-Lc.]

**TO OFFICERS & OTHERS TRAVELLING
OVERLAND TO INDIA.**

H. POUND & SONS,
MANUFACTURERS OF THE
**WATERPROOF OVERLAND TRUNKS,
BULLOCK TRUNKS,
JAPANNED AIR TIGHT TIN BOXES,
MILITARY AND LEATHER BAGS,
LADIES' TRAVELLING TRUNKS AND CAP BOXES,
81 and 82—64 and 65, Leadenhall Street
LONDON, (E.C.)**

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GUN MAKERS TO H. R. H. PRINCE ALBERT,
 No. 30, KING WILLIAM STREET, LONDON BRIDGE,
LICENSEES FOR PRINCE'S BREECH-LOADING RIFLE,
 The most perfect of all the Breech-loading Arms yet invented—the principle of which is so far in advance of any hitherto made, that it must perpetuate itself in the future construction of Guns of that kind. An admirable weapon for Single Shooting, as it can be loaded and fired six times in a minute. The 24 Gauge carries a Bullet nearly $1\frac{1}{2}$ ounce in weight. **Price from 10 to 25 Guineas each.**

DEANE AND SON'S NEW HOLSTER
 FOR
REVOLVER PISTOLS,



Commends itself to the approval of all, by the simplicity of the arrangement for carrying the Cartridges as well as the Pistol, increasing thereby the efficiency of the weapon, through the readiness with which it may be reloaded after discharge, and saving the necessity for a distinct Cartridge Case.

The Saddle Holster, carrying 30, and that worn on the Belt, holding 15 Cartridges, may be considered an invaluable *vade mecum* to the Colonial and Indian Hunter—to whom no present more acceptable could be made.

Price for the Saddle, with Surcingle, £3 3s. (with Wallet), and for the Belt, 10s. 6d.; 12s. 6d.; and 15s. each.

GUNS AND RIFLES,

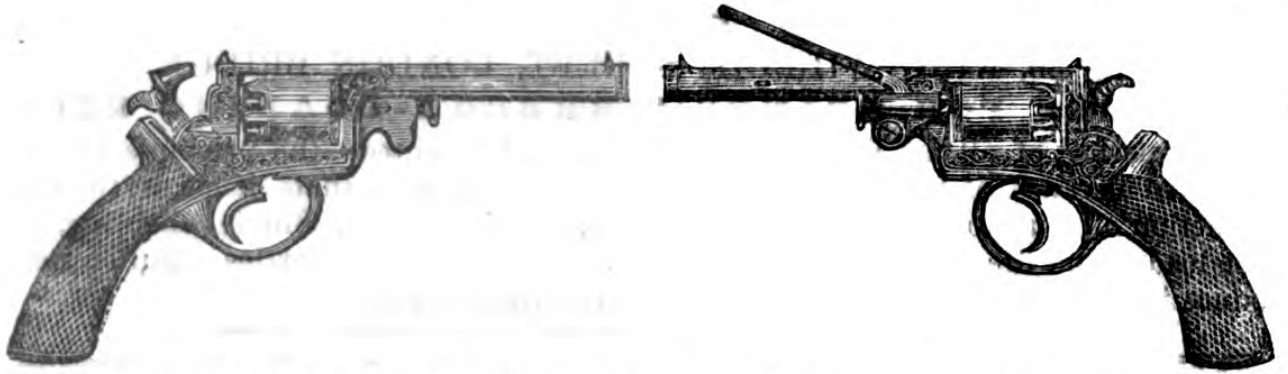
OF ALL KINDS FOR

INDIA AND THE COLONIES.

REVOLVER PISTOLS, AMMUNITION, &c., &c.

DEANE AND SON'S,
 30, KING WILLIAM STREET, LONDON BRIDGE. [38 Lo.]

REVOLVERS—ADAMS' REVOLVERS, WITH



PATENT DOUBLE ACTION & LEVER ROD,

ARE NOW EXCLUSIVELY ADOPTED BY

HER MAJESTY'S WAR DEPARTMENT,

AND SUPPLIED TO THE

UNITED STATES GOVERNMENT,

THEY ARE UNIVERSALLY PREFERRED BY ALL

MILITARY AUTHORITIES,

As the most perfect and reliable weapon.

TO BE HAD OF ALL GUN MAKERS

AND

ARMY & NAVY AGENTS THROUGHOUT THE WORLD.

SOLE MANUFACTURERS,

THE LONDON ARMOURY COMPANY, (LIMITED.)

Price Lists, with particulars, forwarded on application.

London Armoury, Bermondsey.

ROBERT ADAMS, Manager.

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R. T. PRITCHETT, RIFLE, GUN, AND SWORD MANUFACTURER

To Her Majesty's War Department, and the Hon. East India Company,

Begs to call the attention of Officers and Gentlemen abroad to the sound quality and efficiency of the Arms he produces, both for Military purposes and the Sports of the Field. Every GUN sold by R. T. PRITCHETT is Manufactured on his own premises; and every RIFLE is bored, rifled, and shot under his own personal superintendence. For both large and small bore, the

PRITCHETT BULLET,

as adopted by H. M.'s Government, without cup or plug, is found most serviceable—very numerous testimonials having been received of its range and truth of flight. To the Manufacture of SWORDS, also, great attention is paid, the most efficient proof of strength and spring being applied, and a guarantee given of the quality of the blade, which is uniformly tested by powerful machinery, in the presence of the purchaser, before being made up.

86, ST. JAMES'S STREET,
Factory—69, Chamber Street, Goodman's Fields, London.
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THE ENFIELD RIFLE, REVOLVERS, AND LOAD AT THE BREECH GUNS.

PARKER, FIELD, AND SONS

ARE NOW MANUFACTURING

THE ENFIELD RIFLE AND CARBINE FOR HER MAJESTY'S WAR DEPARTMENT,
AND ALSO

DOUBLE BARREL RIFLES, AND RIFLED CARBINES,

CARRYING THE GOVERNMENT AMMUNITION.

IMPROVED REVOLVING PISTOLS,

With their Patent Spring Ramrod, and interlocking motion of the Chambers.

IMPROVED LOAD AT THE BREECH ARMS & FOWLING PIECES
GUNS, PISTOLS, AND RIFLES OF ALL DESCRIPTIONS.

AIR GUNS.

Parker, Field, and Sons, Rifle Makers to Her Majesty, The Hon. East
India Company, The Hudson's Bay Company, &c., &c.,

No. 233, High Holborn, London,

MANUFACTORY, 58, MANSELL STREET, MINORIES.

ESTABLISHED NEARLY 100 YEARS.

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GUNPOWDER.

MESSRS. JOHN HALL & SON

(FAVERSHAM AND LONDON),

Beg to direct the attention of Gentlemen proceeding to India and the East, either in Military or Civil capacities, to the Gunpowder of their manufacture, which has been for many years so highly esteemed throughout the United Kingdom, and is almost equally well known in the East.

REGULAR SUPPLIES

ARE PERIODICALLY

FORWARDED TO THE INDIAN PRESIDENCIES

AS WELL AS TO

SINGAPORE, BATAVIA, & HONG KONG.

For Field Sports, where the utmost strength, cleanness, and quickness are so desirable they recommend

THE

RIFLE GUNPOWDER

(Packed in Red Japanned Flasks),

THE FAVOURITE AMMUNITION OF INDIAN SPORTSMEN.

Other and cheaper descriptions of Messrs. Hall and Son's Gunpowder, of the highest quality of their class, are also sold throughout the East.

OFFICE: 23, LOMBARD-ST., LONDON.

N. B.—Imitations of Messrs. Hall and Son's Flask Canisters are attempted, against which gentlemen are cautioned.

[49-Lo.

ELEY'S SPORTING AMMUNITION.

DOUBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS,

As recommended by General John Jacob, Bombay Artillery—*see work on Rifles and Projectiles*. Particularly adapted for Sporting in India, being perfectly waterproof, and warranted to remain uninjured by change of climate for any period.

WIRE CARTRIDGES, For Killing Game at long distances. FELT GUN WEDDINGS,

To prevent the Leading of Guns. Breech Loading Cartridges, &c., &c. May be had of all Gun Makers and dealers at home and abroad.

ELEY, BROTHERS, Manufacturers London;
Sole contractors to the War Department for Military Caps, Ball Cartridges for Adam's and Colt's Revolvers, Jacob's Rifle Shell Tubes, &c. [155-Lo.]

COLT'S REVOLVER PISTOLS AND RIFLES.



THE favourite Size for Officers, Army and Navy, and Merchant Service, weight 2 lb. 8 oz., 7½-inch Rifle-bored, Six Shots. Also, three Sizes, POCKET REVOLVERS, 4, 5, and 6-inch Barrel, for travellers and house protection. Holsters, Belts, Pouches, Cartridges. 18, 21, 24, 27, and 30-inch Barrel Six-shot RIFLES. A large Stock, London made. Description and Priced Lists furnished. Wholesale and Retail Orders for Exportation carefully and expeditiously executed on liberal terms.

SAMUEL COLT, 14, PALL MALL, (S.W.)

Avoid counterfeits. Every Genuine Arm is made of pure refined Steel, and stamped on the barrel, "Address, Col. Colt, London," and has the Lever Ramrod.

[76-Lo.]

11

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FINNIGAN'S

RAILWAY COMPANION,

This Portmanteau is manufactured
in various sizes, and is very strong
B. F. and ght.

B. F. offers



SAK
GUNPOWDER
Houslow's "Diamond"
Gunpowder
TRUSS & HART
Government Contractors
Agents
Guarantee
Guarantee

GENERAL JACOB'S RIFLES AND BULLETS, WITH HIS RECENT IMPROVEMENTS,

ARE MADE BY

GEORGE H. DAW,

FORMERLY WITTON AND DAW,

PATENTEE AND MANUFACTURER OF

IMPROVED FIRE-ARMS, 57, THREADNEEDLE STREET, LONDON.

THE superiority of his Rifles over other makers will be seen by reference to General Jacobs' Third Edition "On Rifle Practice," the most wonderful ever known. Amongst the many letters received, praising the excellence of his Rifles, the following is from an Officer in Her Majesty's 9th Royal Lancers, dated—

"Kurrachee, 27th October, 1856.

"After repeated trials, with Lieutenant-Colonel Jacob, with every description of Rifles made by nearly all the London and other makers, your Rifles have given the greatest satisfaction. . . . Our late experiments here have been very successful, and the engraving of blowing up 550 lbs. of powder at 1,800 yards, and ammunition boxes at 1,200 yards, was done with your small 32 Rifle."

G. H. DAW begs to draw attention to some valuable improvements lately introduced in his Rifles, insuring the greatest accuracy and power at 2,600 yards range. His Fowling Piece and Ball Guns, for India, the Cape, &c., are the best that can be made, and every attention paid in the manufacturing, and properly tested before they are finished.

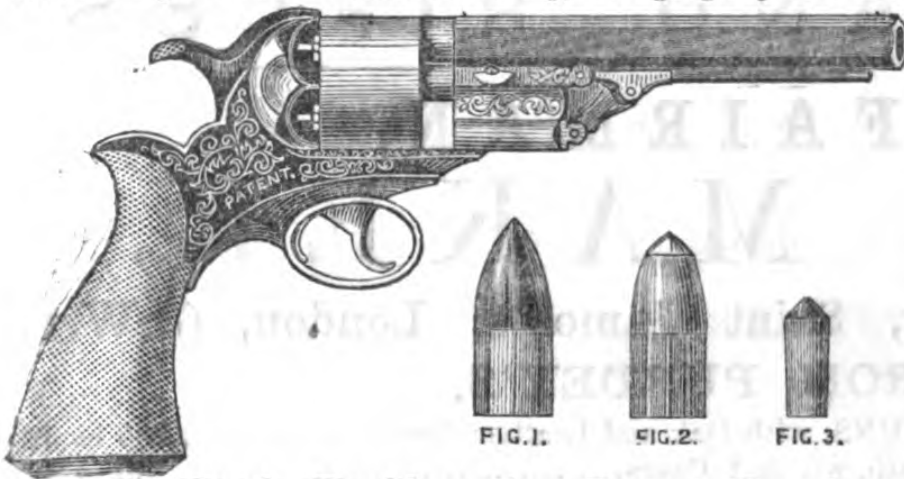


Fig. 1, Jacob's Improved Bullet.

„ 2. Explosive ditto.

„ Percussion Shell.

G. H. Daw's Double-action Patent Revolvers are the best and most perfect weapons offered for sale. The trade and others are challenged to find a Revolver to surpass them.

A large stock of New and Second Hand Guns, Rifles, Breech-loading Arms, and Pistols, of various sizes and quality, at moderate prices; and every description of Sporting Ammunition to select from.

All orders must be accompanied with a remittance on some London house, and should be forwarded direct to insure prompt attention.

TERMS—CASH, OR THREE MONTHS' BILL.

OLD GUNS TAKEN IN EXCHANGE, AND REPAIRS CAREFULLY ATTENDED TO.
FACTORY, GREAT TRINITY LANE.
ESTABLISHED MORE THAN A CENTURY.

[151-Lo.

**"THE MARESFIELD PATENT GUNPOWDER
COMPANY (LIMITED),"**

Continue to Manufacture their Superior

ELECTRIC GUNPOWDER,
Surpassed by none.

MR. GORDON CUMMING,

The celebrated Lion Slayer, says of it, "It is of **FIRST-RATE QUALITY**, I am much pleased with it, and congratulate you on having such Powder, an article of such deep and *vital* importance to the Sportsman. I will recommend it among my sporting acquaintance, and on my next hunting trip I will further test its sterling qualities."—*Vide* his Letter 23rd September, 1856.

Offices, 37, King William Street, City, London.

GUNS AND RIFLES.

**J. FAIRMAN,
GUN MAKER,**

**23, Jermyn Street, Saint James's, London, (S.W.),
FROM PURDEY'S.**

Best Breech Loading Double GUNS, with Oak and Leather Cases, complete ...	£35 cash.
Best ditto ditto, without Cases.....	30 cash.
Best ditto RIFLE, with Oak and Leather Case, complete ...	45 cash.
Best Muzzle Loading RIFLE, with ditto, ditto	42 cash.
Best ditto GUN, with ditto, ditto	30 cash.
Best ditto ditto, without cases	25 cash.
ADAMS' or COLT'S Revolver PISTOLS, TO ORDER from	
Best Shooting Ammunition made to order.	
Best Breech-Loading CARTRIDGES, LOADED	£6 10s. per 1,000.
Best ditto ditto, Cases, Unloaded	2 10s. ditto.

Best Pea RIFLES and Saloon PISTOLS, made to Order.

J. FAIRMAN, GUN MAKER, (from PURDEY'S,)

No. 23, JERMYN STREET, ST. JAMES'S, LONDON, (S.W.)

[150-Lo.

BENHAM & SONS, WIGMORE STREET, LONDON,

Having completed the alterations and enlargement of their premises, invite attention to their extensive suite of Show Rooms.

STOVES, FENDERS, AND FIRE IRONS,

THE LARGEST AND BEST SELECTION IN LONDON.

KITCHEN RANGES & COOKING APPARATUS

GAS FITTINGS, BATHS, &c.,

FOR LARGE OR SMALL ESTABLISHMENTS.

CUTLERY, ELECTRO-PLATE, IRON AND BRASS BEDSTEADS AND BEDDING,

AND EVERY DESCRIPTION OF

GENERAL FURNISHING IRONMONGERY.

FLAVEL'S PRIZE KITCHENER.

The only Kitchen Range which obtained a Prize Medal and Special
Approbation at the Great Exhibition, 1851.

Flavel's Prize Kitchener is strongly recommended for its simplicity of construction and its economy and cleanliness in use.

It is made from 3 feet to 18 feet in width, suitable for large or small establishments, and may be arranged to supply a Bath, Steam Kettles, Steam Closets, &c.

It is an effectual cure for Smoky Chimneys.

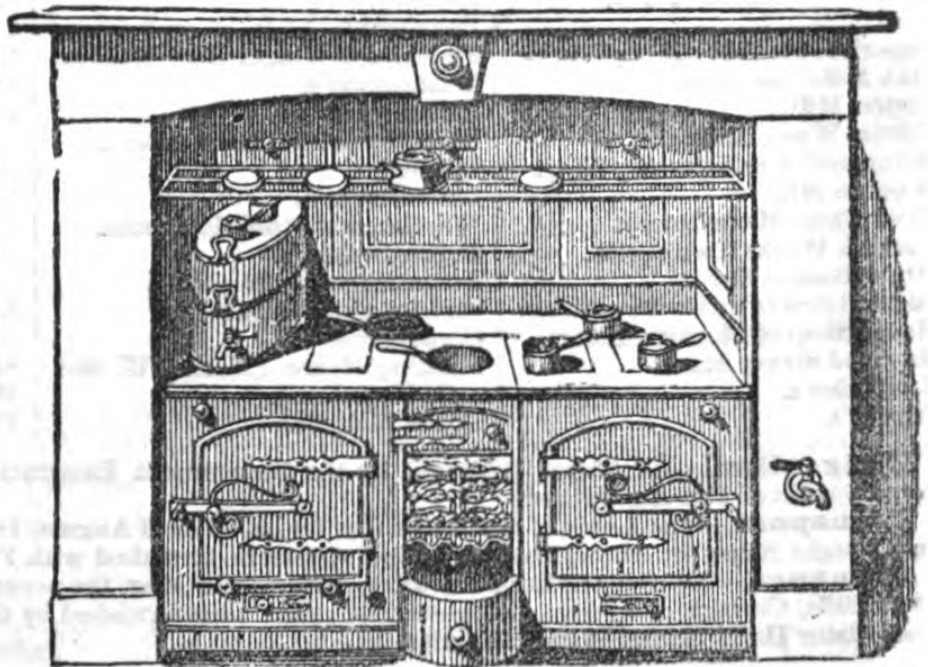
BENHAM & SONS,

19, WIGMORE STREET,

CAVENDISH SQUARE,

LONDON,

Also in the Hardware Court of the Crystal Palace, Sydenham.



FIRE ANNIHILATOR, OR VAPOUR FIRE ENGINE.

The Invention is fully described, and its merits attested by Report of Jury, Class X., Great Exhibition, 1851, pp. 246 and 247.

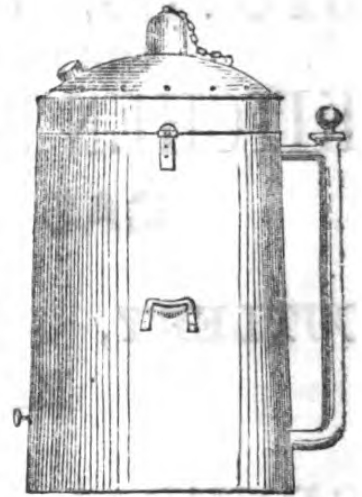
MERITS.

1. The Machine is simple—always ready for instant use—is not liable to get out of order—portable—its application readily understood—and is operative in thirty seconds.

2. The Vapour annihilates flame, absorbs smoke, and renders the atmosphere cool and respirable; and, unlike water, does not destroy furniture, &c.

PRICES.

Size.	Dimensions. in. in.	Cubic Feet of Vapour.	Price, including one charge.
No. 1 (for Chimneys)			£2 10 0
" 2.....	18 by 9	332	3 0 0
" 3.....	20 by 10	421	4 0 0
" 4.....	22 by 11	661	5 0 0
" 5.....	24 by 12	765	6 0 0
" 5 (For Ships, fitted with pipe)			6 6 0
" 10 (inclusive of carriage)		2093	25 0 0
(Nos. 2 and 3 have handles like a coal-seuttle; 4 and 5 have side handles.)			
Battery			100 guineas



It is strongly recommended that persons will not select smaller sized Machines than are suitable; the number of Machines should be proportioned to the protection required—as, for example, for an ordinary sized dwelling-house, two Hand Machines; for a manufactory, from four to twelve Machines, according to the extent of other circumstances.

PROOFS.

The practical value of the Fire Annihilator has been proved incontestibly by several remarkable cases in Houses and Factories, and on board Ship, viz.:

BUILDINGS.

Imperial Patent Wadding Works.
Flax Mills (two cases).
Cotton Mill.
Cotton Waste Mill.
Hemp and Flax Dressing Shop.
Woollen Mill.
Floor Cloth Manufactory.
Varnish Works (two cases).
Straw Bonnet Stove
Sugar Refiners' (Chimney Shaft).
Model Shop of Machine Maker.
Hay and Straw Store.
Bookseller's.
Printer's.

Grocer's.
Bakehouse.
Fruiterer & Ginger Beer Makers.
Tobacconist's.
Pawnbroker's.
Hairdresser and Toy Dealer's.
Draper's.
Linendraper's.
Woollen and Stuff Merchants.
Organ Builder's.
Ironmonger's (two cases).
Builder and Contractor's.
Carpenter's.
Printing House (Messrs. W. and R. Chambers).
Coach Maker's.

Railway Works.
Dwelling-house.
Green-houses.
Chimneys.
Pictures Rescued.
Chemicals Firing in a Lecture Room.

SHIPS.

Emigrant Ships (two cases).
Guano Ship.
Steam Ship.
Merchantman.
Transport (in Balaclava Harbour).

Emigration.—All Ships Chartered by the Government Emigration Commissioners are required to carry a set of Fire Annihilators.

Transport.—The Lords of the Admiralty, by an order of August, 1854, required that all Transports and Freight Ships, for conveyance of Troops, should be furnished with Fire Annihilators.

Ordnance.—By order of Lord Panmure, Minister of War, the several encampments at Aldershot, Shorncliffe, Curragh of Kildare, Colchester, &c., have been furnished by the Board of Ordnance with Fire Annihilator Hand Machines and Batteries.

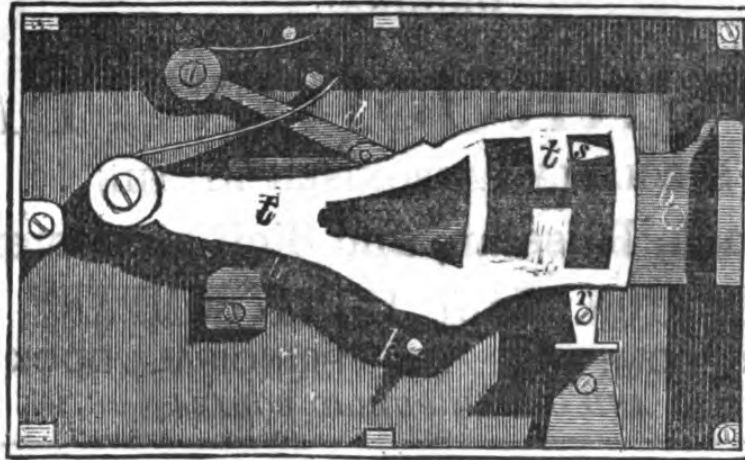
Office of the Fire Annihilator Company, No. 105, Leadenhall Street,
L O N D O N .

[61-Lo.]

HOBBS'S CELEBRATED LOCKS,

MANUFACTURED BY
HOBBS, ASHLEY, & CO., LONDON.

CHANGEABLE-KEY
BANK LOCKS.
EVERY VARIETY OF
CABINET LOCKS.



**FIRE AND BURGLAR-PROOF
SAFES,**
WITH
PROTECTOR LOCKS,
MADE
POWDER-PROOF.

THE peculiar advantage possessed by these Locks over those of all other manufacturers, consists in their protection, not only against the ordinary skill of burglars, but against *scientific picking*. It is demonstrated that any lock can be picked, however complex may be its action, if the parts which come in contact with the key are so affected by pressure applied to the bolt or to that portion of the lock by which the bolt is withdrawn, as to indicate the points of resistance to its withdrawal. To render such indication impossible is the object, therefore, of the arrangements in the unpickable or PROTECTOR LOCK, represented in the above woodcut.

It will be observed that the bolt of the lock, *b*, has been thrown by the passage of the stump marked *s*, through the opening or "gating," as it is called, visible below *t*. In other locks the stump *s*, is riveted firmly to the bolt, and, in consequence, when any pressure is applied it is forced against the tumblers, and by moving them up and down, the situation of the gating is easily ascertained. To prevent this, in the Protector Lock. The stump *s* passes through the bolt, and is riveted to a separate piece of metal fitted in a recess at the back, the stump is thus rendered *moveable*, and when set in action either by the application of a false key, or any instrument, it abuts against a stud riveted in the case of the lock, and instantly relieves the tumblers of the pressure applied to them. This being the case, the most scientific operator would fail to ascertain the various heights to which it would be necessary to raise the tumblers *t*, *t*, in order to withdraw the bolt. A dog or lever, *d*, catches into the top of the bolt, and serves as an additional security against its being forced back. At *k* is the drill pin on which the key works; and *r* is a piece of metal on which the tumblers rest when the key is not operating upon them.

THESE LOCKS ARE ADAPTED FOR ALL ORDINARY PURPOSES IN HOUSE & CABINET WORK.

The following varieties may be had, at prices ranging from 10s.

Till or Drawer Locks, 2½ and 3 inch.
Box and Desk Locks, 2, 2½, 3, 3½, and 4½ inch.
Pedestal or Sideboard, 3 inch.
St. and Cut Cupboard, 2½ to 4 inch.
Trunk Locks complete, with bolts and nuts for attaching to the Leather, 3 to 4 inch.
Padlocks from ½ inch to 3½ inch, all Brass.
Cash Box Locks, } 2½ to 4 inch.
Iron Box Locks, }
Folio Locks.

Rim, dead, suitable for Stables, Warehouses, or Cellars, to open with a key only, either from one side or from both sides of the door, from 6 to 9 inch.
The same to Mortise, key to apply either side, 4 to 6 inch.
Spring Mortise, with extra bolt to be thrown by the key, which can be used either side of the door, 6 and 7 inch.
Spring Locks for front doors, and three Bolt Rim, 4 to 10 inch.
Street-door Latches of all kinds.
Iron Case Cupboard Locks

HOBBS'S LEVER LOCKS.

By the application of their PATENT STEAM MACHINERY to the manufacture of Locks, Messrs. Hobbs, Ashley, and Co., have also produced an article remarkable for its cheapness and security. Where suites of locks are required for Counting-houses, or the extensive offices of Bankers and Merchants, economy and more than ordinary safety will be secured by their adoption. They are also recommended to Cabinet makers for suites of Drawers, Wardrobes, &c. The following are on hand, prices commencing at 3s. :—

Till or Drawer Locks, four levers, 2, 2½, and 3 inch.	Box and Desk Locks.	Padlocks from 1 to 2½ inch.
St. and Cut Cupboard, 3 inch.	Link Plate Cupboard.	Thin Box Locks, 2½ inch, made with two levers only.
Long Bolt St. Cupboard.	Pedestal or Sideboard Locks, 3 inch.	Folio Locks, 2 inch.
	Two Bolt Wardrobe 4 inch.	

Hobbs's LEVER STREET-DOOR LATCHES, and MACHINE-MADE MORTISE LOCKS, with Patent Anti-friction followers are especially recommended. Care has been taken in these locks to combine the greatest durability with ease and lightness of action, a point of essential importance in any locks exposed to the constant jarring of heavy doors.

CASH BOXES FITTED WITH THE PATENT PROTECTOR LOCKS.

WHOLESALE AND RETAIL WAREHOUSE, HOBBS, ASHLEY, AND CO., 76, CHEAPSIDE, LONDON;

AGENTS at BOMBAY, Messrs. SMITH, TAYLOR, & Co.; at MADRAS, Messrs. KENRICK & Co.;
at CALCUTTA, MANTON & Co.; at CAPE TOWN, G. A. ASHLEY.

CARSON'S
ORIGINAL
ANTI-CORROSION PAINT,
SPECIALLY PATRONISED BY THE
British, French, Russian, and Sicilian Governments,
THE HON. EAST INDIA COMPANY,
THE NEW RIVER COMPANY, THE PRINCIPAL DOCK COMPANIES,
AND OTHER PUBLIC BODIES.

The **ANTI-CORROSION PAINT** has been used by the Hon. Board of Ordnance for upwards of half a century, who have proved it to prevent rust or corrosion on Iron longer and better than the very best White Lead, or any other description of Paint; and in consequence of its possessing this invaluable quality, all the Iron Guns and Gun Carriages, both for land and sea service, have been painted with it for the above period. It has also been used in great quantities by other public bodies, and by numbers of Gentlemen of the first distinction, to preserve Wooden Houses, Farm and other Out-buildings, Conservatories, Park Paling, Gates, Iron Railing, Iron Hurdles, Copper, Zinc, Lead, old Compo, &c., Fronts and Tiles to represent Slating. It will be found a very superior preservative of Iron Steam Boats, Iron Bridges, Piers, or any other extensive Iron Works.

This Paint is admirably adapted for preventing the decay of old stone or brick Mansions, Churches, or other Public Edifices requiring an effectual defence against the elements. It is particularly recommended to East and West India and other Colonial Proprietors, Emigrants, and all persons connected with the Colonies, who will find it to stand all climates better than any other Paint. The superiority of the Anti-Corrosion to any other Paint may be easily inferred from the simple fact that its use has been always most strenuously opposed by Color Manufacturers, and others interested in the sale of Common Paint.

The Anti-Corrosion is a powder, and it will keep any length of time. Colors: White stone, light stone, drab, or Portland stone, Bath stone, light and dark yellow stone, light and dark oak, 34s. per cwt. brown, light and dark lead, light and dark chocolate, bright and dark red, copper and black, 30s. per cwt.; invisible green, 46s. per cwt.; bright green, deep green and blue (for carts and wagons), 56s. per cwt.

THE ORIGINAL ANTI-CORROSION PAINT IS ONLY TO BE OBTAINED OF

WALTER CARSON AND SON,

(SUCCESSORS TO THE INVENTORS),

No. 9, GREAT WINCHESTER STREET, OLD BROAD STREET,

NEAR THE ROYAL EXCHANGE, LONDON,

Who will show above 700 most flattering Testimonials received from the Nobility, Gentry, and other Influential Persons, who have used the Anti-Corrosion for many years.

NO AGENTS.

[60-L.

THE ONLY WHITE ZINC WORKS IN THE UNITED KINGDOM.



H U B B U C K ' S P A T E N T W H I T E Z I N C P A I N T.

HUBBUCK and SON are enabled, by a process which is patented, to supply their PURE WHITE ZINC PAINT, so that it is cheaper in use than White Lead.

ADULTERATIONS.

Adulterated Zinc Paint is worse than adulterated White Lead. Comparatively few Painters and Decorators have ever seen real Zinc Paint in use. The Nos. 2 and 3 qualities, so generally sold as Zinc Paint, are mere adulterations. No workman could produce good work with such materials. After every effort to do so, he would condemn Zinc Paint altogether, and report to the trade that Zinc Paint was useless.

The same may be said of the Zinc Paint sent out by the Honourable East India Company, to be used in their service; they contract for the very lowest that it is possible to obtain by public competition, and buy at a less price than the mere metal is selling for in the market.

Real Zinc Paint is superior to every other White Paint. It is whiter and finer than any other, healthful, possesses good body, and is in every respect adapted to the highest decorative art. Its durability is proved by wood-work and iron-work on Suspension Bridges, which, after several years' exposure, are still found not to require re-painting.

To prevent the prejudice against Zinc Paint, which the adulterated article must produce, it is now sold in original packages, each cask stamped

"HUBBUCK, LONDON, PATENT."

This mark having of late been forged by some shippers, information is requested, whenever the Paint is found to be adulterated, that legal proceedings may be taken.

THOMAS HUBBUCK & SON, PAINT & VARNISH WORKS,
157, FENCHURCH STREET, LONDON,

Removed from Upper East Smithfield (opposite the London Docks).

"Among other tests to which it has been subjected, has been that of painting the hold of a sugar vessel, which, after a voyage to St. Kitt's and back, is found, after washing, to be as white as the first day the paint was applied."—*John Bull*, Sept. 14th, 1850.

"For public schools, and all rooms occupied by children, there will now be no excuse for using poisonous paints. Parents have remarked that their children, on returning from the country to newly-painted houses, have suffered in health. The reason is evident: the breath extracts the poison from White Lead, even after the paint is dry, and the lungs draw in the deadly vapour."—*Wesleyan Times*, August 5th, 1850.

N.B.—Old Zinc and Zinc Cuttings bought to any extent for refining.

LIGHT, CHEAP, AND DURABLE ROOFING.

CROGGON'S PATENT ASPHALTE ROOFING FELT

Adopted very largely by Her Majesty's Government.

CROGGON'S PATENT ASPHALTE ROOFING FELT

Has been extensively used, and pronounced efficient and particularly applicable to

WARM CLIMATES.

It is a non-conductor. It is portable, being packed in rolls, and not liable to damage in carriage. It effects a saving of half the timber usually required. It can be easily applied by any unpractised persons. From its lightness, weighing only 42 lb. to the square of 100 feet, the cost of carriage is small. **UNDER SLATES, &c., in church and other roofs, the Felt has been extensively used to REGULATE THE TEMPERATURE.**

INODOROUS FELT,

For damp walls, and for damp floors, under carpets, and floor cloths; also for LINING IRON HOUSES, to equalise the temperature.

PRICE ONE PENNY PER SQUARE FOOT.

PATENT FELTED SHEATHING, FOR COVERING SHIPS' BOTTOMS, &c.

DRY HAIR FELT.

For deadening sound, and covering steam boilers, pipes, &c., preventing the radiation of heat, thereby saving TWENTY-FIVE PER CENT. OF FUEL.

Samples, Testimonials, and full instructions, on application to

CROGGON & CO., 2, Dowgate Hill, London.

FOR INDIA.

MAGNUS'S

Patent Enamelled Slate Billiard Tables.

PATRONISED BY

PRINCE ALBERT—THE DUKE OF WELLINGTON—THE MARQUIS OF LONDONDERRY—
THE MARQUIS OF WINCHESTER—THE RIGHT HON. C. S. LEFEVRE—THE HON.
COL. E. G. D. PENNANT—THE BATH CLUB, &c., &c.

REWARDED BY

THE MEDAL OF THE SOCIETY OF ARTS—THE PRIZE MEDAL OF THE GREAT EXHIBITION OF 1851—AND A FIRST CLASS MEDAL AT THE PARIS EXHIBITION.

There cannot be two opinions about the superiority of these Tables over all others for Hot or Damp Climates. Slate Beds for Billiard Tables have become universal; but weighing, as they do, considerably above half a ton, they very speedily get out of truth when supported by a frame of wood, which is naturally affected by every change of temperature—swelling in the damp—shrinking in the hot season. Mr. Magnus's adaptation of Slate to the legs and frames of Billiard Tables remedies this defect, Slate being in itself amazingly strong and entirely unaffected by atmospheric changes.

EXTRACT FROM THE REPORT OF THE JURIES OF THE GREAT EXHIBITION, 1851.
(Page 571.)

"Of all the objects manufactured by this Exhibitor, the Billiard Table is perhaps the most important, as being decidedly superior to tables constructed of any other material. Slate, for the bed of the tables, has been employed for some time, but, as its weight caused the mahogany legs to become rickety, slate legs and frames have now been introduced by the Exhibitor, which being dove-tailed together, the use of iron is avoided and the tables are steady and durable.

"To this Exhibitor the Jury have had no hesitation in awarding the Prize Medal, in acknowledgment of his admirable contrivances and applications."

The superiority of these Tables over all others is put beyond question by their being honoured with a place in the drawing-rooms of

OSBORNE AND STRATHFIELDSAYE.

EXTRACT FROM A LETTER OF HIS GRACE THE LATE DUKE OF WELLINGTON.

"Strathfieldsaye, December 26, 1842.

"The Duke of Wellington presents his compliments to Mr. Magnus. The Table has been set up—is beautiful, and much admired."

COPY OF A LETTER RECEIVED FROM CAPTAIN JONES, OF THE BATH CLUB.

"Bath, February 3, 1857.

"Sir,—Since my last the Table has been played on, and I have great pleasure in reporting to you that it gives general satisfaction; indeed, I will add, it is a beautiful and a thorough good table, and I shall make a point of mentioning your name whenever I have an opportunity.

"I remain,

"Mr. Magnus,
"Pimlico Slate Works,
"London."

"On behalf of the Committee,

"Your obedient servant,

"J. JONES."

These Tables are now supplied at a lower price than the ordinary ones with mahogany legs. Catalogues forwarded, on application to

G. E. Magnus, 39 and 40, Upper Belgrave Place, Pimlico, London.

TO TOURISTS,
SPORTSMEN,



AND
TRAVELLERS.

EDMISTON'S POCKET SIPHONIA, OR WATERPROOF OVERCOAT.

WEIGHT, 10 oz.



Sole Manufacturers of the celebrated Pocket Siphonia, remarkable for its lightness and softness of texture, easily folded to carry in the Pocket or on a Saddle. The most *important* feature in this *Waterproofing* consists in its effectually resisting the powerful heat of the sun, and the most violent rains; obviating the stickiness and unpleasant smell peculiar to all other Waterproofs. Price, according to size, 40s. to 45s.; all silk throughout, 50s. to 60s. Measurement—length of coat, and size round the chest over the coat.

NOTICE — NAME AND ADDRESS INSIDE. NONE OTHERS
ARE GENUINE.

London: Edmiston and Son, 69, Strand,
NEAR THE ADELPHI THEATRE.

Knapsacks, 18s. 6d.; Folding Baths; Life Belts, 10s. 6d.; Air Beds
and Cushions, Alpaca Coats, Sea Coats, Leggings, Boots, &c.

POCKET SIPHONIA.—“The lightest and best Waterproof Coat manufactured; it can be carried
in the pocket or on the saddle.”—*Bell's Life*.

WATERPROOFS FOR INDIA.

EDMISTON & SON,

Sole Manufacturers of the only

WATERPROOF CLOTHING

GUARANTEED TO WITHSTAND THE CLIMATE OF INDIA.

The POCKET SIPHONIA (weight, 12 ounces), price 40s. All Silk, 50s. to 60s. This coat can be carried in the pocket. Stout Siphonias, 35s. Shooting Boots and every requisite for the Sportsman in India. Portable Folding Baths, Air Beds. Portable India Rubber Boats, designed expressly for the Indian rivers, to carry one or more persons, weighing from 40 to 50 lbs. Price £6 6s., £10 10s., and £18 18s., folding in a compass of 3 feet.

The Siphonia Depot, 69, Strand, London.

[8-Lo.

INDIA.

MOURNING ON CREDIT.

MESSRS. JAY,

OF THE

LONDON GENERAL MOURNING WAREHOUSE,

Are prepared to place all Orders on a broad commercial basis—namely, to give the facilities of Credit, and to charge the Lowest possible Prices to those Families who, in consequence of the late deplorable events in India, may require Mourning Attire.

Orders by Post or otherwise attended to in
Town or Country.

THE LONDON

GENERAL MOURNING WAREHOUSE,

Nos. 247, 249, & 251, Regent Street.

JAY'S.

OUTFITS. INDIA, CHINA, AND THE COLONIES.

THORN,
Original Manufacturer of the Patent Merino Wool,
AND INDIA GAUZE UNDER CLOTHING,

Which is made into different thicknesses, the finest being the INDIA GAUZE, so much WORN IN TROPICAL CLIMATES. It is of so fine and slight a texture as scarcely to be felt by the wearer. Manufactured both for Ladies' and Gentlemen's wear, and warranted not to shrink in washing. All Goods are stamped "HENRY THORN," and only to be obtained as under.

THORN,
Shirt Maker, Hosier, Glover, and General Outfitter,
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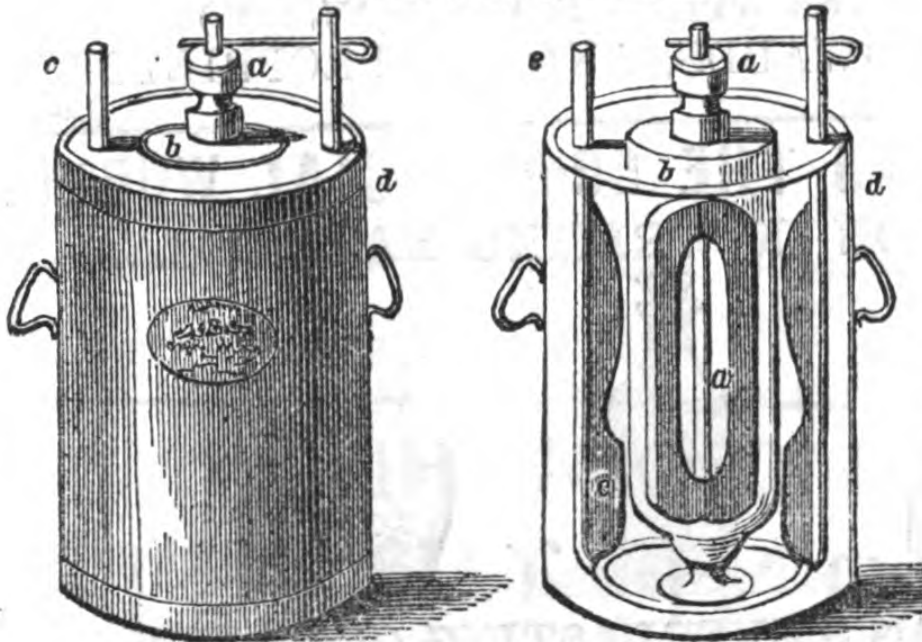
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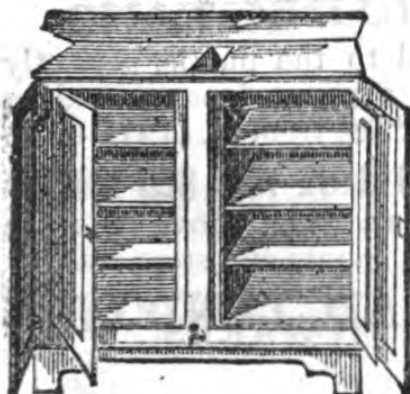
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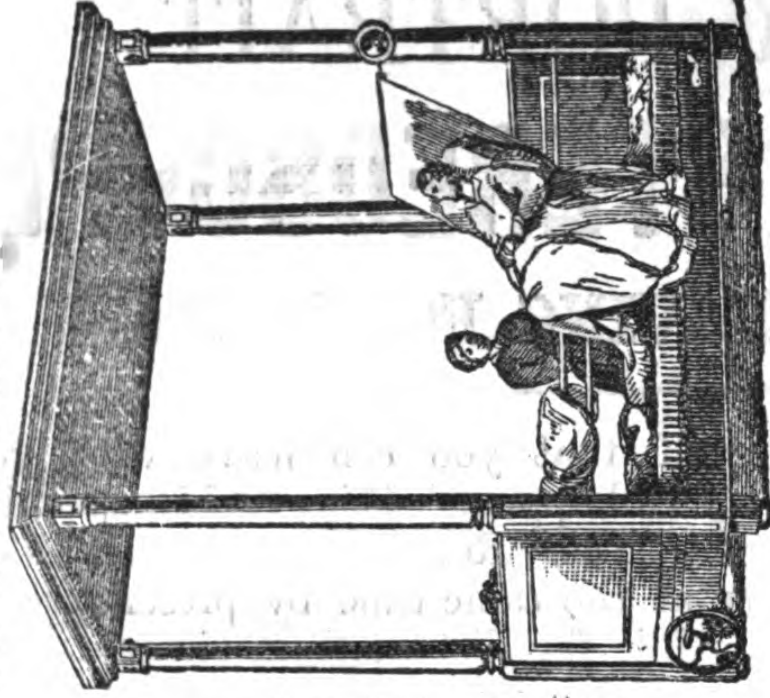
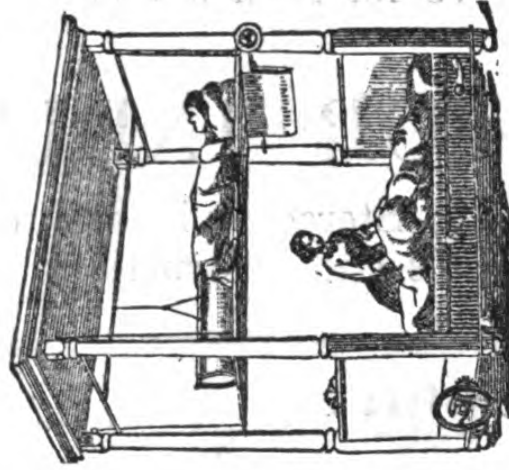
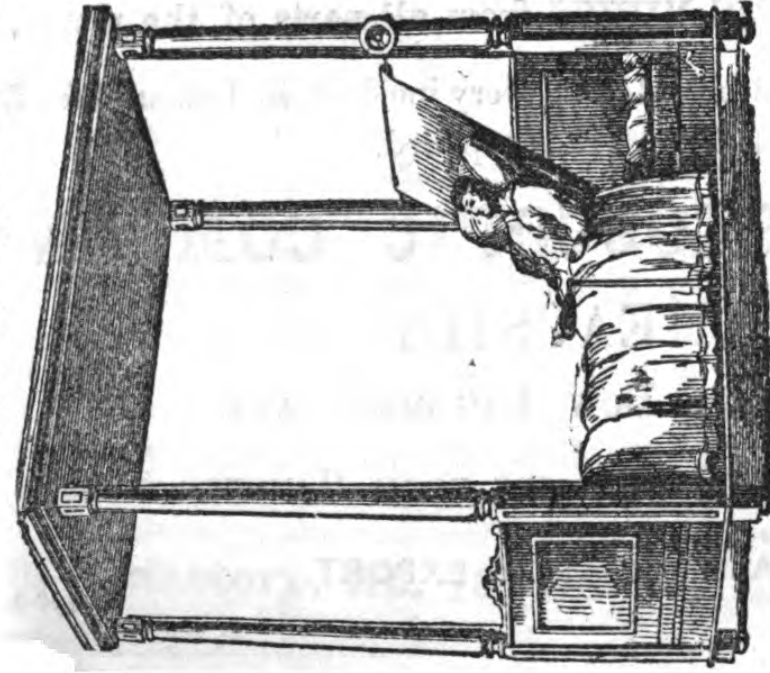
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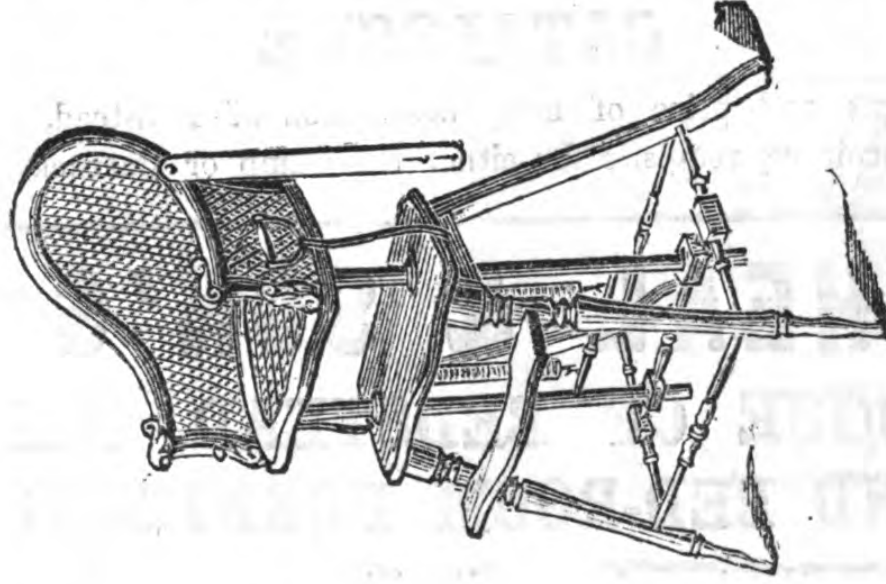
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